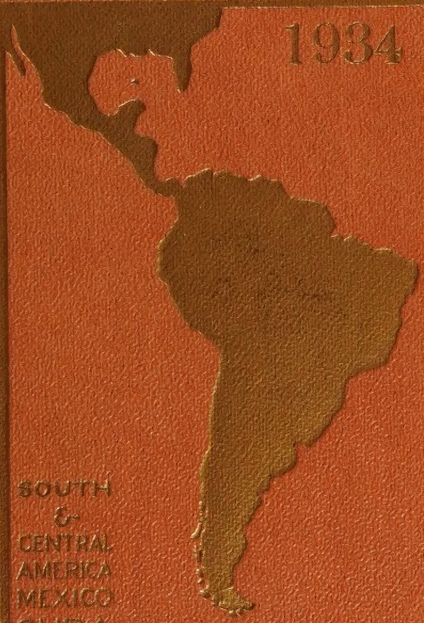
The SOUTH AMERICAN HANDBOOK

1934



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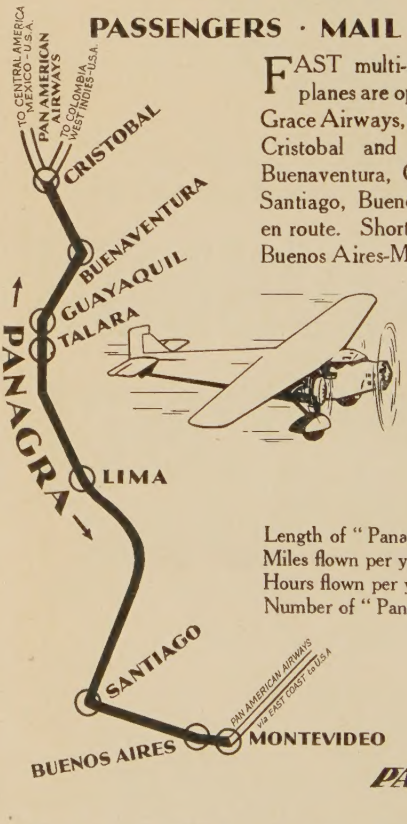

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Length of "Panagra" route in miles -	4,551
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Hours flown per year - -	- 10,000
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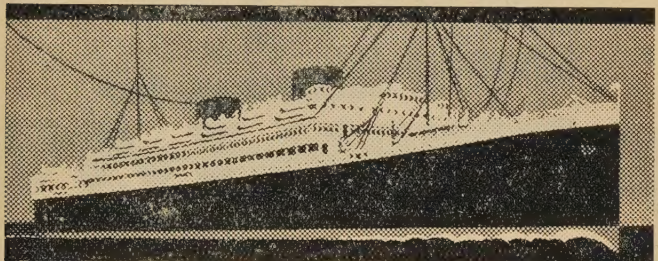

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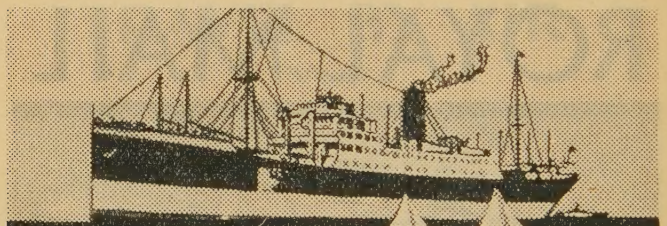

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As pioneers of transportation between England and South America, Royal Mail Lines have maintained an unbroken connection for more than three-quarters of a century. To-day a fleet of modern motor and steam vessels operate regular mail, passenger and cargo services from Southampton, London, Liverpool and Continental ports, *via* Spain, Portugal, Madeira and Canary Islands. Ranging in size from 12,000 to 23,000 tons, the passenger vessels provide the utmost comfort whilst at the same time catering for varied tastes. Luxuriously appointed cabins, large and magnificently furnished public rooms, spacious promenades and every modern facility is to be found on the " A " vessels whose terminal port is Southampton.

The " HIGHLAND " ships which comprise a fleet of five new motor vessels, with London as their terminal port, although less pretentious, offer travellers every comfort, and the homely atmosphere aboard is a notable characteristic. They provide a quiet, comfortable and enjoyable means of travel at reasonable fares.

All vessels commence their outward voyages on Saturday, and the combination of the two services afford excellent facilities for short sea voyages and tours to Spain, Portugal, Madeira and the Canary Islands, a round trip to the latter occupying from twelve days. For all such voyages, special reduced rates are quoted and similarly for longer tours to South America.

From London and Continental ports regular services are maintained to the North Pacific Coast, *via* Bermuda, Jamaica and the Panama Canal, with limited passenger accommodation, also from London to Bermuda and West Indian Ports.

Pleasure Cruises are operated throughout the year, according to season, by " ATLANTIS " (16,000 tons gross), and cover Norway, Northern Capitals, Spitzbergen and Iceland, Atlantic Islands, Mediterranean, Turkey, the Holy Land and Egypt, etc. At Bank Holiday periods week-end cruises are arranged by " A " vessels.

	Gross tons
Total tonnage of Fleet	345,440
Total refrigerator capacity for chilled and frozen meat, butter and other dairy produce, and fresh fruit	Cubic feet. 9,000,000

Offices and Agencies of Royal Mail Lines, Ltd., and the Pacific Steam Navigation Company are established in all parts of South America, Central America, and Mexico. In addition the Companies are represented, of course, in all important centres of the world. The list below refers only to certain of the principal places in the American and European Continents :

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GLASGOW : Royal Mail House, Bothwell Street, C.2. St(2).
MANCHESTER : Royal Mail House, Cross
SOUTHAMPTON : R.M.S.P. Buildings.

Austria.

VIENNA : Wiedner Guertel 32.
,, White Star Line, Karntnerring 4

Belgium.

ANTWERP : Union Ticket Office, 46 Avenue de Keyser.
BRUSSELS : S. A. Voyages Bull, 26 Place de Brouckère.

Czechoslovakia.

PRAGUE : 72 Václavske námestí.

France.

BORDEAUX : Société Anonyme James Moss, 25 Cours du Maréchal Foch.
CHERBOURG : G. Fougère & Co., Quai de l'Ancien Arsenal.
LA ROCHELLE PALLICE : Quai Carnot.
PARIS : S.A.R.M.S.P., 12 Boulevard des Capucines.

Germany.

BERLIN : White Star Line, G.m.b.H., Unter den Linden 3a (W.8).
HAMBURG : Royal Mail Line, G.m.b.H., Hopfenmarkt 2 (11).

Holland.

ROTTERDAM : Kuyper, van Dam & Smeer, 50 Van Vollenhovenstraat.

Jugoslavia (S.H.S.).

BELGRADE : Karadjordjeva ulica 91.

Poland.

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VIGO : E. Duran e Hijos, Avenida de la Libertad 3 (R.M.L. ; Sobrinos de José Pastor, Ltd., Calle Colón, 8 (P.S.N.C.).

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SANTOS : Royal Mail Steam Packet Co.
SÃO PAULO : Miller & Goddard.

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BERBICE : S. Davson & Co., Ltd.
DEMERARA : Sandbach, Parker & Co.

British Honduras.

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Honduras.

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MANAGUA : Caley, Dagnall & Co., Ltd.
SAN JUAN DEL SUR : E. C. Kelly.

Panamá.

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CRISTÓBAL, C.Z. : Pacific Steam Navigation Co.
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MOLLENDO : Cia. de Lanchas, S.A.
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Puerto Rico.

SAN JUAN : Albert E. Lee & Son, Inc.

Salvador.

ACAJUTLA : La Agencia Nacional, Ltda.
LA UNION : Ferro-Carriles Internacionales de Centro America.
SAN SALVADOR : Pacific Steam Navigation Co.

Surinam (Dutch Guiana).

PARAMARIBO : J. D. Fernandes.

Trinidad.

PORT OF SPAIN : Royal Mail Lines, Ltd.

Uruguay.

MONTEVIDEO : Maclean y Stapledon, S.A. (except "Highland" vessels); Christophersen y Cia. ("Highland" vessels).

Venezuela.

CARACAS : David T. Pardo.
LA GUAIRA : David T. Pardo. (Agents: A. Wallis, Sucrs.)
MARACAIBO : J. & H. Da Costa Gomez.

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The connection of this Chartered Company with the Continent of South America is as old as the presence of steamships in those waters, for until the Pacific Company dispatched its first small steamers from England in 1839, the voyage had perforce to be made by sail, with exposure to incalculable delays and the natural perils of the Cape Horn route.

It has remained the business of the Company to provide ever better, faster, and more comfortable vessels, and its fleet, initially consisting of the "Chile" and "Peru,"—paddle-wheelers,—each of 700 tons, has grown to a total tonnage of 148,260.

The "REINA DEL PACIFICO," a superb motor liner of 17,707 tons and 22,000 horse power, entered the Service in 1931. The "REINA DEL PACIFICO" is the largest, fastest and most luxurious liner to the West Coast of South America, and has firmly established herself as the favourite vessel of a discerning travelling public. The exceptional size and tasteful furnishing of the state rooms, coupled with the vastness and sumptuous decoration of the public rooms, make the "REINA DEL PACIFICO" one of the outstanding vessels of the world. The "REINA DEL PACIFICO" holds the record for speed between Europe and the West Coast of South America.

The fleet also includes those superb steamers "Orduna" and "Orbita," oil-fuel burners, each of 15,500 tons and 10,500 horse-power, and the contrast they present with the historic "Chile" and "Peru" is hardly less remarkable than the transition from sail to steam and later to internal combustion engines.

The Pacific Line possesses a fine fleet of cargo vessels serving the West Coast, motor-driven and equipped with the best of modern appliances for the safe and rapid handling of all classes of freight.

Its ships have an important place of call in Havana, and participate largely in the Cuban trade. Regular monthly calls are made at Bermuda and the Bahamas, outward and homeward, with which Colonies a large and increasing tourist traffic is being built up.

In addition to these services to and from Europe, the Company also operates coastal vessels between the Panama Canal and Central American (Pacific) Ports which connect with the Transatlantic liners at Cristobal, C.Z.

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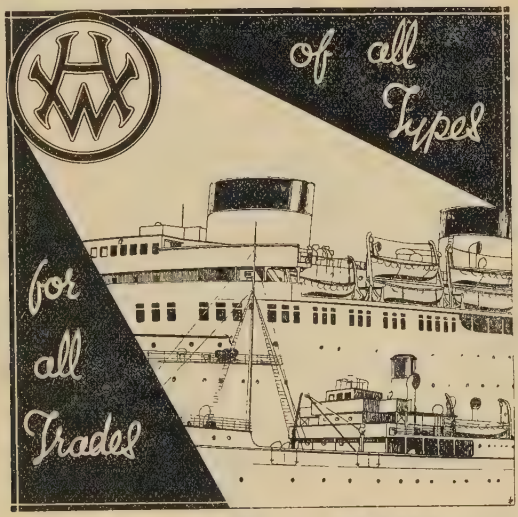

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THE PORTS OF THE GREAT WESTERN RAILWAY COMPANY OF ENGLAND.

Geographically no port in the British Isles can offer any advantage over the Ports of South Wales at Cardiff, Swansea, Newport, Barry, Port Talbot. Penarth, and a study of the map reproduced at the end of this article will demonstrate the close proximity of these ports to the industrial area of the Midlands of England, whilst plainly showing the fact that the South Wales Ports are the nearest ports to Overseas. The actual distance from Newport to Birming-

The Alexandra Dock at Newport (Mon.).

ham is 98 miles, whilst within a radius of 150 miles there is a population of 30,000,000 people.

From the point of view of equipment the Docks are excellently suited to all classes of the general cargo trade. The transit sheds at the South Wales Docks are ninety-four in number, with nearly three million square feet of floor space and the hydraulic, electric and steam cranes in regular use number 450. The cranes are of the most modern types with capacities ranging from one to 125 tons and it is no unusual sight to see a vessel discharging cargo with six or seven cranes working simultaneously.

Electrical appliances such as belt-conveyors, pilers and trucks have been installed in a large number of the transit sheds to facilitate

the rapid handling of goods.

Already the general cargo trade of the Ports is of the widest possible description, embracing every article of food, iron and steel manufactures of all kinds, oil and motor spirit, raw and semi-manufactured materials for every industry (including copper, silver, lead, nickel, iron and other ores), bonded goods of all kinds, concentrates, pitwood and mining timber, other timber of all kinds, chilled and frozen meat, livestock, grain, perishable goods, soft and hard fruit, dried fruit, tinned goods.

For the reception of frozen and chilled meat and other perishable goods, excellent Cold Stores are provided at the various ports, whilst at Cardiff the Great Western Railway Co. have large cattle lairs, abattoirs, and sale-room, etc., capable of accommodating some hundreds of head of Store and Fat Cattle, in addition to sheep and pigs, at the same time.

Considerable quantities of grain are handled at the South Wales Ports, both in bulk and bagged, and the facilities for dealing with this class of traffic are excellent.

In total there are over 150 Coal Shipping appliances installed at the Docks.

CARDIFF.

The history of Cardiff Docks commenced in the year 1830, when the Marquess of Bute applied for Parliamentary powers to construct what is now known as the West Dock. Nowadays the Bute Docks extend to 165 acres of deep water, and are capable of dealing with any class of traffic.

Excellent warehouse accommodation has been provided, with a total floor space of 923,906 square feet and, in addition, modern Cold Storage with 53,108 square feet of floor space is available for the importation of meat, provisions, etc. Thirty-eight coal shipping appliances, of which eighteen are capable of handling 20-ton wagons, and eighty-nine cranes are in regular use, and in one year alone the total imports and exports dealt with have exceeded 13½ million tons. As a food-importing port, Cardiff is world known; grain is dealt with in large quantities, and the port has for some years held the premier position for the importation of potatoes.

SWANSEA DOCKS.

These docks are the most recent acquisition of the Great Western Railway Company, having been taken over on July 1st, 1923. The Port comprises five wet docks with a total of 270 acres of deep water, and the equipment includes nineteen Coal Hoists, sixteen of which are capable of handling 20-ton wagons, nearly a hundred quayside cranes, and transit shed accommodation to the extent of 816,572 square feet of floor space.

The Port's interests were chiefly connected with the Iron and Steel and the Coal Trades. Now, however, Swansea is also well to

the fore among the country's food ports. Large quantities of grain are regularly dealt with, and, by virtue of an immense installation of oil tanks, Swansea is one of the greatest oil ports in the world.

NEWPORT DOCKS.

The docks at Newport are admirably equipped for dealing with all kinds of traffic, and the total deep water extends to 125 acres in the Alexandra Docks.

The exports include a large percentage of Iron and Steel Rails and Ironwork, Tinplates and General Merchandise, whilst the imports are made up of Iron and Steel Billets and Bars, etc., Timber and Deals, Pitwood and Mining Timber, Grain and Flour, and General Merchandise of every description.

The Transit shed accommodation is excellent, there being eight sheds with a total floor space of 714,483 square feet, and the equipment, which includes twenty-two Coal Hoists, thirteen of which are capable of handling 20-ton wagons, and seventy-two quayside cranes, is adequate to meet all requirements.

Newport is 98 miles distant from the Midlands of England.

BARRY DOCKS.

These docks have a deep water area of 114 acres. Although there are admirable facilities for dealing with the general cargo trade at Barry, among which are fify-five hydraulic and steam cranes and three warehouses having a total of 252,675 square feet of floor space, the docks were more particularly designed for the rapid shipment of Coal. No less than eleven million tons of Coal and Coke have been exported from Barry Docks in one year. The present equipment for dealing with coal (exported) is 40 coal hoists, of which 11 are capable of handling 20-ton wagons.

PORT TALBOT DOCKS.

A few miles from Swansea are the Port Talbot Docks, with a deep water area of 67 acres. For the shipment of coal the Company have provided eight Coal Hoists and two electric Belt Conveyors ; six of the Coal Hoists and the two Belt Conveyors are capable of dealing with 20-ton wagons. For the handling of general traffic there are twenty quayside cranes. There are also two Transit sheds, with nearly nine thousand square feet of floor space.

PENARTH DOCK AND HARBOUR.

Penarth Dock is 26½ acres in extent, and the Harbour 55 acres, making a total of 81½ acres of deep water available for shipping. Altogether it is equipped with eighteen Coal Hoists, four of which are capable of handling 20-ton wagons, eleven cranes, and one large transit shed. The exports are practically all coal, and amount to

about four million tons annually, whilst the imports include large quantities of wood, pulp, pitwood and oils.

PLYMOUTH DOCKS.

In addition to a number of docks situated at various points in England, the Great Western Railway Company own the Millbay Docks at the famous and historic port of Plymouth. These docks consist of an inner and an outer basin with a total water area of 44 acres and quayside extending to 7,510 feet. In addition to being a first-class modern ocean passenger seaport, at which a large number of the World's largest passenger and mail Liners call, Plymouth is a port at which considerable grain and general cargo business is carried on, and the Conpany's Docks have been equipped to deal with all classes of traffic. Excellent G.W.R. tenders meet all liners and travellers have an extra day in England by landing or embarking at Plymouth.

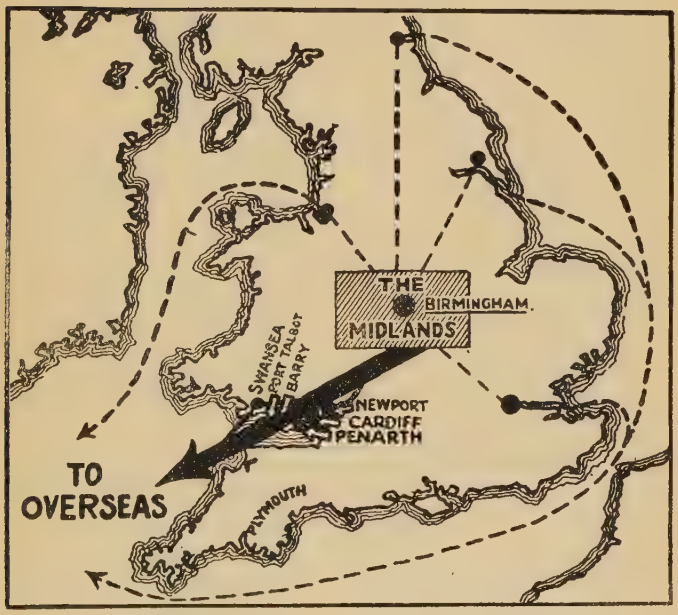
Other Docks and Harbours in South Wales.

The Great Western Railway Company also own docks at Briton Ferry, Llanelly, Burry Port, and Fishguard, the last-named being well known throughout the British Isles in connection with that Company's excellent passenger and goods services to and from Ireland.

The policy of the Great Western Company since the amalgamation has been one of advancement, and nothing is being spared to bring the Ports up to a state of absolute modernity and efficiency. The Headquarters of the Company's Docks Department, under Mr. Charles S. Page, the Chief Docks Manager, are situated at Cardiff, and very interesting literature regarding the Docks is readily forwarded to business people making application to that Office.

THE GREAT WESTERN RAILWAY OF ENGLAND

SOUTH WALES PORTS.



THE SHORTEST ROUTE BETWEEN THE MIDLANDS OF ENGLAND AND OVERSEAS IS VIA THE GREAT WESTERN COMPANY'S DOCKS & ROUTE.

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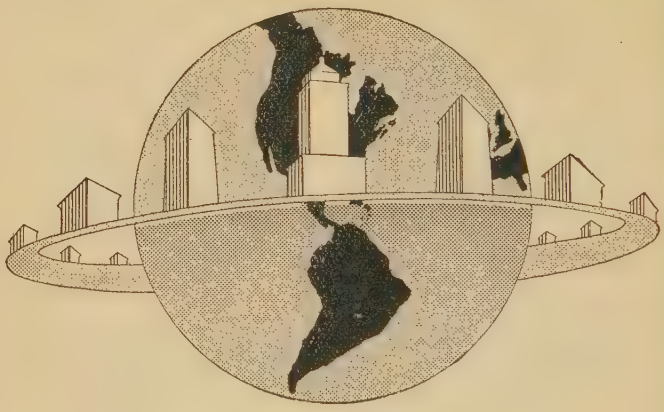

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The SOUTH AMERICAN HANDBOOK 1934

(*Eleventh Annual Edition*)

A YEAR BOOK AND GUIDE TO THE COUNTRIES AND RESOURCES OF LATIN-AMERICA, INCLUSIVE OF SOUTH AND CENTRAL AMERICA, MEXICO, AND CUBA

EDITED BY HOWELL DAVIES

Founded upon "The Anglo-South American Handbook" of the late W. H. KOEBEL

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PREFACE.

DURING the year 1933 there was a very definite upward trend in the trade of South America. As yet the trend is more noticeable in an increase of imports rather than of exports, but in a large proportion of the Republics there has been a satisfactory increase in both as compared with 1932. The year has been characterised chiefly by a multiplicity of exchange restrictions, but there are signs that these are being relaxed. The worst of the depression seems to be over, and the coming year will probably see a further expansion of trade in the continent.

The present edition of the SOUTH AMERICAN HANDBOOK has been increased to the extent of thirty-two pages of fresh editorial. No less than forty towns not previously included have been described in some detail, mainly for the convenience of the trader and commercial traveller. The rest of the book has been scrupulously revised, a process which requires large emendations of the text in a continent where new roads, air services, rail routes and hotels are constantly coming into service, not to mention numerous changes in the personnel of government. Great care has been taken to give the very latest figures relating to crops and mineral production, and to verify the reports wherever possible. The reader is particularly referred to the ADDITIONS AND CORRECTIONS at the front of the book for figures and facts received too late for incorporation in the text. He is also referred to the service, announced on page 415, inaugurated for the benefit of our advertisers and readers. The INFORMATION BUREAU has already proved its value during the past year, and every effort will be made to comply with the very various demands made upon it.

The SOUTH AMERICAN HANDBOOK, now in its eleventh year of issue, is the only annual handbook to South America printed in any language. It deals one by one with all the countries southwards from Mexico to Tierra del Fuego. Relevant details are given about all the main towns, the physical features of the country, its government and constitution, sources of agricultural and mineral wealth, its coinage and measures, imports and exports, public debt, postal charges, transport, guidance for travellers, and a host of other details. There are also useful summarizations for the whole continent of its air, railway, steamship, banking and insurance facilities; separate sections are devoted to its literature, products, and sport.

The book is therefore not only a complete informational guide for the business man, but an indispensable friend to the pleasure bent traveller, for it includes lists of hotels to stay at, descriptions of interesting places to visit, and information as to the transport available between one place and the other.

Acknowledgments are due in particular to the London Ministers and officials of the several Republics, whose interest has been shown in the correction of lists of Ministers and officials, and the supply of miscellaneous information concerning their own Governments.

Special thanks are to be accorded to the officials of the Foreign Office, the Colonial Office, and to the Comptroller-General of the Department of Overseas Trade, and to the Comptroller of the Industrial

Department of the Board of Trade, and the Chief Passport Officer. The Controller of His Majesty's Stationery Office has courteously permitted extracts to be taken from numerous official British Reports, and from the " Board of Trade Journal."

Invaluable assistance has been rendered by the staff and agents of the Royal Mail Steam Packet Co., Royal Mail Lines, Limited, and the Pacific Steam Navigation Co., to whom the HANDBOOK is indebted for a multitude of suggestions and corrections, whether of fact or in matters of perspective. A gratifying amount of interest has been shown in the work by the officials of the several shipping companies, banks, railways, and industrial companies established in the various Republics.

Thanks are also tendered to the many friends who have written to us after a tour of South America and corrected details here and there.

Informative particulars have been taken from " The South American Journal," " The South Pacific Mail," " The West Coast Leader," " The Review of the River Plate," " Wileman's Brazilian Review," " Bolivia," " West India Committee Circular," " Commercial Review, British Guiana," "West Coast Leader," "Colombia," " Brazilian Press," " Brazil News," and " Tropical Life," among other periodicals. Bank reports and journals issued by various business houses have also been consulted. The publications of the Pan-American Union and the United States Government have been drawn upon as well as those of the Governments of the countries of Latin-America. Quotations have been taken from a variety of books to which reference is made elsewhere.

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ADDITIONS AND CORRECTIONS.

SOUTH AND CENTRAL AMERICA.

P. 11 : British Investments in Latin America (as given in *The South American Journal*) :—

	Amount.	Interest.		No Interest.
	£	£	p.c.	£
1932 ..	1,185,122,391	23,840,073	= 2.0	720,407,651
1931 ..	1,221,639,882	40,096,336	= 3.2	414,777,230
1930 ..	1,205,306,213	52,743,749	= 4.3	289,614,959

In 1932, £317,504,013 were invested in Government bonds, £489,670,030 in railways, £46,665,633 in banks and shipping, and £331,282,715 in miscellaneous interests.

ON THE WAY TO SOUTH AMERICA.

P. 37 : Jamaica. Exports of rum to the first week of November, 1933, were 339,000 gallons, against 156,000 gallons during corresponding period of 1932. Exports of bananas from January 1 to November 4, 1933, were 9,370,809 stems, against 18,876,016 stems during same period in 1932.

P. 38 : Haitian trade for the fiscal year, ended September 30, 1933 :—

	1931–32.	1932–33.
Imports	$7,461,110	$7,666,789
Exports	$7,331,279	$9,330,073

P. 39 : Under Willemstad read "Ocean going vessels employ both Willemstad harbour and Caracas Bay harbour for the transhipment of passengers and cargo," etc.

The hotel charges at Willemstad are now 7.50 florins per day. Lunch is 2.50 florins.

P. 40 : Barbados. Estimated yield of sugar in 1933–34 is 120,000 tons.

P. 41 : Puerto Rico. Foreign trade during the fiscal year, ended June 30, 1933, was valued at $130,000,000, or $17,000,000 less than for the previous fiscal year.

P. 42 : Trinidad. The following are some of the principal exports in the **ten months ended October 31,** as compared with the corresponding period of 1932 : —Cocoa, 47,045,690 lbs., as against 35,975,950 lbs.; coconuts, 5,833,920 nuts, as against 3,022,695 nuts; copra, 14,683,220 lbs., as against 10,254,826 lbs.; sugar, 108,099 tons, as against 85,833 tons; and petroleum, 260,818,562 galls., as against 284,359,854 galls.

ARGENTINA.

P. 80: Exports of cereals from the Argentine during the period January 1 to December 7, 1933, as compared with exports during the similar period in 1932 :—

		1933.	1932.
Wheat	Tons ..	3,727,847	3,263,134
Maize	,, ..	4,481,223	6,863,243
Linseed	,, ..	1,328,343	2,009,067
Oats	,, ..	400,129	668,933
Barley	,, ..	436,285	274,208
Birdseed ..	,, ..	27,142	17,026

P. 81: The sugar production in 1933 was 314,900 tons, as against 347,700 tons in 1932.

P. 81: The 1933 crop of raw cotton amounted to 125,000 tons, yielding approximately 35,000 tons of ginned cotton. Local consumption has increased to between 10 and 11 thousand tons, leaving 24,000 tons for export.

P. 81: In 1932–33 the area sown to rice was 13,387 hectares, and the yield was 23,510 tons.

P. 87: Exports of butter from January 1 to December 7, 1933, amounted to 467,628 cases, against 924,808 cases during the same period in 1932.

P. 90: Values of foreign trade for the first 10 months of 1933 are tabulated below :

	Imports. "Real" Values. Pesos (gold).	Exports. "Real" Values. Pesos (gold).	Export Surplus. Pesos (gold).
January/October, 1933	325,059,675	410,004,624	84,944,949
,, 1932	307,059,384	492,883,651	185,824,267

BOLIVIA.

A general armistice was declared in the war between Bolivia and Paraguay on December 19, 1933.

P. 120: The entire Bolivian Cabinet is reported to have resigned in November, 1933.

P. 122: A new tin pact was signed in October, 1933, to come into operation on January 1, 1934. The standard tonnage allotted to Bolivia was 46,490 long tons, of which she will be permitted to export not less than 40 per cent.

P. 126: The new broadcasting station at La Paz is owned by the Compañia Radio Boliviana.

BRAZIL.

P. 165: A recent estimate places the entire population of Brazil at 43,340,000.

P. 174: During the season ended August, 1933, 1,158,393 cases of citrus fruit were exported from Santos. This figure includes 2,750 cases of grape-fruit and 2,150 cases of lemons.

P. 182: Values of imports and exports during the ten months ended October, 1933 :

	Imports.	Exports.
January/October 1933 ..	£23,697,000	£30,540,000
January/October, 1932 ..	£17,115,000	£30,702,000

The export of coffee during the first nine months was valued at £20,612,000 as compared with £19,046,000 in the corresponding period of 1932.

BRITISH GUIANA.

P. 199: Foreign trade from January to September, inclusive, for 1932 and 1933 :—

	Exports.	Imports.
January/September, 1933 ..	$6,358,069	$5,318,961
January/September, 1932 ..	$5,973,530	$3,323,747

P. 199: Export of gold during first 9 months of 1933 was 17,440 ounces, against 13,339 ounces in corresponding period of 1932.

BRITISH HONDURAS.

P. 210 : The total value of imports for the first 6 months of 1933 was 38.5 per cent. less than for the corresponding period of 1932. Domestic exports during the same period fell off by 23 per cent., owing to the almost complete cessation of exports of mahogany logs. Exports of chicle, alligator skins and bananas were slightly larger.

CHILE.

P. 234 : The wheat harvest in 1933 was sufficient for local needs.

P. 237 : Mineral resources. During 1933 new lines in the export trade of Chile were developed. Shipments of sulphate of sodium, a by-product of the nitrate industry, were 21,050 tons, of a value of almost 1,000,000 pesos (gold). Exports of copper ores—properly so-called—remained very low, but, on the other hand, a large increase was seen in shipments of copper ores containing gold. The export of copper bars was somewhat higher than in 1932, and shipments of sulphur showed an increase of 48 per cent. Exports of nitrate were almost equal to those of last year, but there were no shipments of iodine.

P. 239 : Total production of gold in the year September 1932–August 1933 amounted to 1,126 kilogrammes, valued at 5,410,531 gold pesos.

P. 239 : There was a great increase in coal production during 1933. During the first 6 months the total mined was 727,000 tons, against 472,000 in the corresponding period of 1932.

P. 241 : Imports for the 9 months ended September, 1933, totalled 133,300,000 pesos of 6d. (gold) ; exports were 255,700,000 pesos, showing a favourable trade balance of 122,400,000 pesos.

COLOMBIA.

P. 267 : Exports of coffee during first 9 months of 1933 amounted to 2,688,187 bags as compared with 2,378,544 during the same period of 1932.

P. 270 : Exports of crude oil from Colombia during first 9 months of 1933 were 8,924,236 barrels, against 12,756,080 barrels during corresponding period of 1932.

P. 271 : The value of gold production from January to October, 1933, was 6,919,320 pesos, and of silver 2,669,346 pesos.

ECUADOR.

P. 311 : The new President of the Republic is José Maria Velasco Ibarra.

P. 313 : The table shows Ecuador's foreign trade during the first 6 months of 1933 (in American dollars) :—

	Imports.	Exports.
January/June, 1933 ..	$2,217,642	$2,964,002
January/June, 1932 ..	$1,776,041	$3,902,916

FRENCH GUIANA.

P. 324 : A report is isuued annually by the Agence Générale des Colonies : "La Guyane Francaise et le Territoire de L'Inini." It can be obtained from 11, Rue Tronchet, Paris (8e).

GUATEMALA.

P. 335 : Exports for year 1932 : Bananas 5,248,182 stems, value 2,624,091 quetzales. Chicle 6.414 quintals, value 141,129 quetzales. Hides 7,942 quintals, value 109,230 quetzales. Honey 20,421 quintals, value 102,108 quetzales.

MEXICO.

P. 369 : The wheat harvest for 1932–33 amounted to 319,867 metric tons, or about 11,728,450 bushels. This is nearly 22 per cent. greater than the harvest for 1931–32.

P. 376 : The death of Mr. William Hardaker, Vice-Consul in Puebla, is reported.

PANAMÁ.

P. 393 : Shipments of bananas from Cristóbal in first 9 months of 1933 were 951.246 stems, compared with 985,110 stems in the same months of 1932.

P. 394 : Sugar production for 1933–34 season is now estimated at 88,500 bags.

P. 394 : The 1933–34 coffee crop is expected to show a decrease over previous season. The yield in the Boquete and El Volcan regions at 8/10,000 quintals, compared with previous 13,500 quintals.

PARAGUAY.

P. 413 : Exports and imports during the first 6 months of 1933 :—

	Exports.	Imports.	Balance.
	£	£	£
1933	970,000	793,000 +	177,000
1932	920,000	750,000 +	170,000

PERU.

P. 435 : Cotton. Total crop for 1933 is estimated at 270,000 bales of 480 lb. each, as compared with 231,055 bales in 1932. Local consumption by mills also shows marked increase at 117,000 quintals, against 84,887 quintals.

P. 442 : The following table shows the latest trade returns available :—

	Imports.	Exports.	Export Surplus.
	Soles.	Soles.	Soles.
January-September, 1932	53,455,305	122,647,893	69,192,588
January-September, 1933	67,439,418	185,340,777	117,901,359

URUGUAY.

P. 474 : Foreign trade for the first 6 months of 1933 :—

	Exports.	Imports.	Balance.
	Pesos.	Pesos.	Pesos.
1933	31,950,492	27,870,982 +	4,079,510
1932	30,702,677	26,861,632 +	3,841,045

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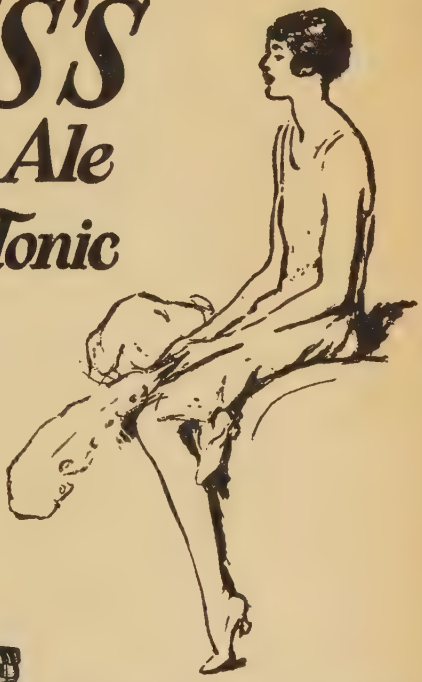

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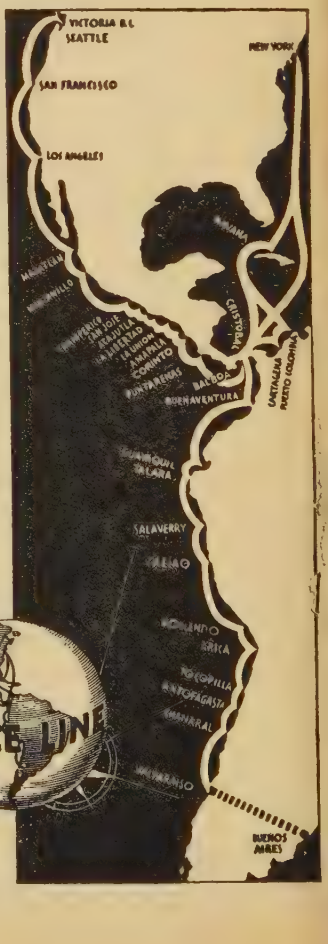

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South and Central America

Mexico and Cuba

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SOUTH AND CENTRAL AMERICA, MEXICO AND CUBA.

Fourth in magnitude among the great land masses of the world, South America has an area which can only be suggested by comparisons. It is 56 times the size of the British Isles, 32 times the size of France or $1\frac{3}{4}$ times the size of Europe. It is one-half the area of the whole British Empire, and twice as large as either Australia or China.

Columbus, first of European navigators to touch South America, reached the Orinoco River in 1498, and in the next ten years the coast was explored by others as far as the River Plate. Balboa discovered the Pacific at the Gulf of Panamá in 1513, and in 1520 Magalhães passed into the Pacific through the Magellan Strait.

Europeans—chiefly Spanish and Portuguese—began to settle in South America soon after the discovery of the continent. Their settlements, beginning as colonies of Spain and Portugal, have developed into republics, with the exception of the three Guianas —British, Dutch, and French. The adventurers were attracted by the silver of the Andes and in particular the riches of Potosí (Bolivia). Gold was found in Minas Geraes (Brazil) in 1693, and the district long remained the chief source of the metal. Diamonds were discovered in the gold-bearing districts of Brazil about 1729, and, until the opening of the Kimberley fields, Brazil was the largest producer of diamonds.

Around these discoveries has grown up the romance associated with the Spanish Main, the Gold Road, and the buccaneers.

In the early years of the nineteenth century the Spanish and Portuguese colonies of South America one after another declared their independence. Among the names chiefly remembered in connection with the struggle for freedom, a British name stands out—that of Admiral Lord Cochrane, afterwards tenth Earl of Dundonald, whose achievements in the service of Chile, Peru, and Brazil (1818 1825) won him lasting distinction in these countries.

PHYSIOGRAPHICAL FEATURES.

No other continent is so simple in shape and construction. The operations of Nature and the interplay of the forces of land and sea are seen on a scale at once colossal and intelligible. The shape of the continent is that of a right-angled triangle. The S.E. and N.E. trade-winds impinge upon the coast-line at right angles and the two currents meet approximately at the Equator. These winds are heavily charged with moisture and at the point of meeting are driven high into the colder regions of the air, causing deluges of rain.

The westward edge of the continent has a condenser in the Andes mountain chain. The moisture picked up under the vertical rays of the sun in the Atlantic is precipitated to form the mightiest river in the world. The Amazon River with its dense vegetation and its teeming insect life is the direct product of these physiographical causes.

The coast-line is short relatively to the area of the continent—averaging 1 mile to every 435 square miles of surface, as compared

with the 1 mile to each 190 square miles of Europe. This shortage is compensated by the great navigable length of the rivers, about 25,000 miles. Gulfs, bays, capes, and islands are few. The estuaries of the Amazon and La Plata form the only bays or gulfs of real importance in the continent and the only strait of note is that of Magellan.

The Island of Marajo (about the size of Belgium) at the mouth of the Amazon, and the Tierra del Fuego group, are the chief islands. The Galápagos group, which belongs to Ecuador and lies W. of Guayaquil, is the home of enormous turtles and of birds and reptiles unknown in other parts of the world. Chincha Island, south of Lima, is notable for its large deposits of guano; another Pacific island, Juan Fernandez, was inhabited for four years by Alexander Selkirk, said to have been the original of Robinson Crusoe.

The stretch of country between the estuaries of the Orinoco and the La Plata is one vast plain, dividing itself into three parts. That of the Orinoco is known as the Llanos, and is twice as large as the British Isles. During the dry season it resembles a desert, but in the wet season is covered with beautiful grass and vegetation.

The Amazon Plain, or Selvas, meaning woods, is the forest region of the Amazon Valley, in which are trees of all kinds, interlaced with creepers and climbers of prolific growth and enormous density. The Pampas are the grassy plains stretching nearly 1,000 miles from the Lower Paraná to south of Buenos Aires. They are nearly treeless but rich in grass and flowers. To the north of Chile and Peru, along the coast, is the rainless desert of Atacamá. The greatest table-land is found in Bolivia.

The lakes include Titicaca (on the border of Peru and Bolivia), 12,760 feet above the sea; and the Chilean group of lakes, Llanquihué, Todos los Santos and Nahuel Huapi, belonging to the same natural system but lying in Argentine territory.

COUNTRIES AND THEIR SIZES.

The area of the South American Continent is some 6,800,000 square miles. Boundaries of countries are not in all cases defined beyond dispute, but the comparative sizes of the several republics and colonies can be judged from the following approximations :—

	Square Miles.		Square Miles.
Argentina	1,112,743	Ecuador	171,287
Bolivia	506.467	French Guiana	34,740
Brazil	3,300,000	Paraguay	196,000
British Guiana	90,000	Peru	534.000
Chile	289,810	Uruguay	72,153
Colombia	440,846	Venezuela	363,728
Dutch Guiana	54,300		

The areas of the countries of Central America are :—

	Square Miles.		Square Miles.
British Honduras	8,598	Nicaragua	51,700
Costa Rica	23,000	Panamá	32,380
Guatemala	42,456	El Salvador	13,176
Honduras	46,300		

RIVER SYSTEMS.

The Amazon and its tributaries form the largest river system in the world. The navigable length from Pará on the east, to Huallaga (Peru) on the west, is 3,000 miles, and there are hundreds of navigable side channels parallel with the main stream. The river spreads over a plain so wide in many places that the appearance is rather that of a sea than a river. Tidal effects are perceptible as far inland as Obydos, if not beyond.

The Orinoco, rising in the highlands between Venezuela and Brazil, flows west and north before turning eastward to the Atlantic. Dense forests cover the banks of its lower course, and the water is navigable during certain seasons for 1,000 miles. The Amazon, Orinoco, and La Plata rivers together drain 3,686,400 square miles. The River Plate estuary, forming one of the greatest trading harbours of the world, is formed by the confluence of the rivers Paraná, Uruguay, and Paraguay.

The São Francisco, rising in the highlands of Minas Geraes, flows entirely through hilly and mountainous country, and is navigable for 140 miles below the falls of Paulo Affonso and for some distance above the falls.

The Magdalena, Colombia, 2,000 miles long, is navigable for about 700 miles.

MOUNTAIN CHAINS.

The Andes mountain chain, some 4,400 miles long, has an average height of 13,000 ft., and a width at some points of 100 miles. There are two principal and approximately parallel chains with a depression between. The eastern chain is generally called Los Andes, and the western La Cordillera, but the eastern chain is known in Colombia, Peru, and Bolivia as the Cordillera Real de Los Andes. In Chile and Argentina the western chain is known as the Cordillera de Los Andes ; a contrariety which would be more confusing if the eastern chain did not end in mid-Argentina, leaving only one ridge extending to the extremity of the continent. Where the ranges are double or triple the respective parts of the chain lie parallel. The range is the longest one in the world.

The snow-line is highest in parts of Peru (about 16,500 ft.) ; the general range is 14,000 to 15,000 ft. descending in Patagonia and in Tierra del Fuego to about 1,500 ft. Generally the snow-line is lower on the east side than the west.

MOUNTAIN PEAKS: ANDES AND CORDILLERA.

	Feet.	
Aconcagua	22,850	Argentina
Mercedario	22,315	—
Tupungato	21,550	—
Illampu (Sorata)	21,500	Bolivia.
Illimani	21,030	—
Chimborazo	20,700	Ecuador.
Juncal	19,780	Chile-Argentin
Cotopaxi	19,490	Ecuador.
Antisana	19,335	—
Cayambe	19,186	—

Tolima	18,400		Colombia.
Misti	17,934		Peru.
Maipo	17,670		Argentina.
Tungurahua	16,680		Ecuador.
Sierra de Santa Marta	16,640		Colombia.

The Guiana Highlands, on the borders of Brazil, Venezuela, and Guiana, while not of the same grandeur as the mountains of the Andes, are of great magnitude and of an impressive wildness of scenery. They form the source of the great Orinoco River.

	Feet.		Feet.
Roraima	8,740	Ouida	8,500
Maraguaca	8,230	Turagua	6,000

VOLCANOES.

The range of the Andes is studded with volcanoes mostly extinct, and the chain includes the loftiest volcanic eminences in the world. The volcanoes of Ecuador, including Chimborazo and Cotopaxi, are regarded as the most spectacular. The volcanoes of the Andean range erupted strongly in 1932.

Central America has many active volcanoes, some of them of fairly recent origin. Izalco in Salvador came into existence in 1770. Guatemala has many cones, including the Volcan de Fuego and the Volcan de Agua, Santa Maria, and the Cerro Quemado, or Volcano of Quezaltenango. The Santa Maria, which burst into activity in 1902, is 120 miles from Guatemala City.

The Mexican plateau has a band of volcanoes across the country from Colima to Tuxtla (Vera Cruz). Orizaba (or Cithattepetl) is 18,250 ft., and the Cofre de Perote (Nauchampapetl), 13,400 ft.; Popocatepetl, or "Smoking Mountain," is 17,780 ft., and no longer active. The volcano of Jorullo, near Tolvea, 4,330 ft. above sea level, came into existence in 1735.

POPULATIONS BY COUNTRIES.

South America remains sparsely populated. When a comparison was made in 1905 the population (then 38,500,000) represented about 11 persons to the square mile, as against 104 persons to the square mile in Europe. In many parts of the country the population remains to-day what it was 400 years ago, but there have been large increases in certain regions, particularly in Argentina, the River Plate area, and in the industrialised states of Brazil.

An American calculation gives South America 13·2 per cent. of the land surface of the world, and 3·7 per cent. of its population.

No regular census of the population is taken in many of the South American countries, and estimates are inclined to be exaggerated and often differ widely. From the available data it would appear that the population of South America has increased from 38,500,000 in 1905 to 80,000,000 in 1932. The following table gives the approximate population of each of the South American countries, and also of the Falkland Islands.

Argentina	11,000,000	Ecuador	2,000,000
Bolivia	2,800,000	Falkland Islands	2,375
Brazil	40,272,650	French Guiana	47,350
British Guiana	309,676	Paraguay	836,360
Chile	4,287,455	Peru	6,000,000
Colombia	7,851,000	Uruguay	1,850,000
Dutch Guiana	131,687	Venezuela	3,026,876

The figures for Central America are :—

British Honduras	50,286	Nicaragua	750,000
Costa Rica	492,000	Panamá	467 459
Guatemala	2,454,000	El Salvador	1,437,611
Honduras	859,761		

To these are added those of other countries included within the scope of the present book :—

Mexico	16,404,030	Puerto Rico	1,543,913
Cuba	3,713,767		

SEASONS FOR VISITS.

Over the tropical parts of the continent the division of the year into seasons follows the customary distribution of rains. The relatively dry season is often spoken of as summer, and the rainy season as winter. The dry season is by no means always rainless, and the wet season is subject to natural aberrations. There are in some regions two wet seasons, with two intervening dry seasons.

Within the tropics a more or less oppressive day-time heat may be expected in all seasons at or near sea-level. Relief is found at sufficient altitudes, and on the West Coast, for example, of Peru coolness accompanies the sea mists. On the whole the months November to March are regarded as the most favourable for visiting the tropical, i.e. more northerly countries. The period March to October is best for the subtropics and temperate zone.

In Rio de Janeiro the heat is trying in December, January, and February ; the climate is most agreeable during the rest of the year.

In Buenos Aires the Argentine spring and autumn seasons, or, say, the months of October and March, are the best. The summer heats are greatest about Christmas. Train journeys over the Andes into Chile are liable to interruption by snow in the winter (May–October).

Central Chile is also most agreeable during the South American spring and autumn. It should be understood that both Chile and Argentina enjoy temperate climates throughout the year.

The south temperate zone may be defined loosely as the region south of Rio de Janeiro (Brazil) and Antofagasta (Chile), including Argentina almost in entirety. Here the vernal equinox, or coming of spring, occurs September 23, as against the March 21 of the temperate zone in the northern hemisphere. The summer solstice begins December 21. The seasons grow later to the southward.

TRAVEL IN SOUTH AMERICA.

The ocean traveller to South America, whether departing from Europe or from North American ports, can choose between the East and West Coast routes. A circuit of the continent can be made by water, but in following the customary southward routes of passenger steamers, the direct itinerary does not include visits to the north coast of Brazil, the Guianas, Venezuela, or Colombia.

Vessels bound for the River Plate do not ordinarily touch land before Pernambuco. In journeying via the Panamá Canal and the Pacific the first port of call is oftener Callao (Peru) than Guayaquil (Ecuador). Buenos Aires is usually the terminus of the east coast

voyage, and Valparaiso that of the west coast.

The special round voyages from Liverpool to South America and back, made during the English winter, take about eleven weeks. Calls are made at Rio de Janeiro, Santos, the River Plate and the Falkland Islands before the passage through the Magellan Straits. On the Northbound journey to Panamá and Havana, calls are made at Valparaiso, Antofagasta, and other Chilean ports, and at the Peruvian ports of Mollendo and Callao.

The long sea voyage round the southern extremity of the mainland is less followed than that which leads from Europe or North America to Pernambuco, Bahia, Rio de Janeiro, Santos, Montevideo, and Buenos Aires. The continent can be crossed by taking the Transandine Railway from Buenos Aires to Valparaiso, where ships can be joined for all destinations. This time-saving route is more largely used than the much longer routes from Buenos Aires to the west coast ports of Antofagasta, Arica, or Mollendo, all of them making detours into Bolivia.

The north coast of Brazil and ports far up the Amazon are regularly served by lines of Brazilian coasting steamers, and there are direct ocean passenger vessels from Liverpool to Manáos. Ships in the West Indian trade serve Trinidad, Georgetown, and Paramaribo. Cartagena and North Colombia are visited by direct steamers as well as by transhipment at Panamá. There is no single service which combines both Venezuela and North Brazil. Those who wish to visit both these parts should make two separate trips. It is also difficult to go from Venezuela, the Guianas, or the Amazon ports, to other places on the east or west coasts.

Panamá is the central point of departure for all parts of the world, and for ports in South and Central America upon both the Atlantic and Pacific coasts. Particulars of the available routes are given elsewhere in this volume.

Travel by Motor-Car: Many of the republics, and notably Argentina, Brazil, Chile, and Venezuela, have excellent road systems suitable for motor traffic. These roads are detailed in the text, sometimes under a special section devoted to communications, and generally under the different towns served.

Hotels:—It cannot be too clearly understood that it is possible to travel with the utmost safety and comfort in the developed parts of the South American continent. The services along the frequented routes are as well organised as in Europe; there are first-class hotels fitted with the usual modern refinements in all the principal cities; travel by steamer, train, and aeroplane, is done as luxuriously in South America as anywhere else in the world. Even along the lesser known routes the occasional primitive touches serve to enhance the visitor's pleasure rather than to interfere with his comfort.

The best hotels are found, of course, in the chief cities, and notably in Rio de Janeiro, São Paulo, Santos, Buenos Aires, Montevideo, Santiago, Valparaiso, Lima, and Panamá. Visitors to some of the smaller ports of the West Coast do well to make the steamer their hotel during their short stay.

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MEALS :—In all South American countries breakfast usually consists of coffee or tea with roll and butter, but all hotels will provide a more substantial breakfast, if desired.

Lunch (almuerzo) is served between 11 and 1, and dinner (comida) from 6 to 9, as at home. The tendency is to dine late, for the theatres rarely commence before 9 p.m.

Afternoon tea, made as it ought to be made, is obtainable in all the principal cities. Yerba Maté, or Herva Mate (Brazilian tea) is a favourite beverage, especially in Argentina, Uruguay, and Brazil.

THE LANGUAGE :—A working knowledge of Spanish (and of Portuguese in Brazil) is of unquestionable advantage and is practically indispensable for business affairs. On the other hand, English is spoken by a surprisingly large number of persons, and it usually suffices for the customary routine of pleasure, travel by rail and steamer, and to ensure attendance in hotels.

PASSPORTS :—Close attention is requisite to regulations which vary in their details with the respective countries. Delays and inconvenience follow upon irregularity in the prescribed forms. Permits in addition to correct visas are required in some instances detailed in the successive chapters of this book. Extra photographs for the satisfaction of the authorities may prudently be carried.

MONETARY APPROXIMATIONS.

Full information about national currencies is supplied in the respective chapters. The following summary gives merely approximations of the current values of the standard units circulating internally. The equivalents named are taken at September, 1932, and are subject, of course, to fluctuations in the rate of exchange :—

ARGENTINA	Peso (oro)	44 pence
BOLIVIA	Boliviano	12 ,,
BRAZIL	Milreis	4½ ,,
CHILE	Peso	4 ,,
COLOMBIA	Peso	44 ,,
ECUADOR	Sucre	8½ ,,
PARAGUAY	Peso	1 ,,
PERU	Sol	11 ,,
URUGUAY	Peso	34 ,,
VENEZUELA	Bolívar	10⅝ ,,
BRITISH GUIANA	Sterling and U.S. Dollars	
DUTCH GUIANA	Florin	30 pence
FRENCH GUIANA	Franc	
FALKLAND ISLANDS	Sterling	
BRITISH HONDURAS	U.S. Dollars and Sterling	
COSTA RICA	Colón	4.50 colones = 1$U.S.
CUBA	Peso and U.S. Dollar	Peso = 1$ U.S.
GUATEMALA	Quetzal	U.S. gold $
HONDURAS	U.S. Dollars and Pesos	Peso = 50 cents U.S.
MEXICO	Peso	15 pence
NICARAGUA	Córdoba	1$ U.S.
PANAMÁ	U.S. Dollars and Balboas	Balboa = U.S. gold $
EL SALVADOR	Colón	10⅓ pence

METRIC WEIGHTS AND MEASURES.

Metric weights and measures are generally used in the South American Republics. English travellers find it difficult at first to think in these terms, and usually translate them roughly into their English equivalents.

The metre (39·37 ins.) is 3·37 inches or, approximately, 10 per cent. longer than the yard. To convert metres roughly into yards, add 10 per cent.; to turn yards into metres, subtract 10 per cent.

The following table gives the actual equivalents and the rough approximation usually sufficient for practical purposes :—

	Actual.	Roughly.
10 metres	10·9 yds.	11 yds.
1 kilometre or 1,000 metres	1,093·61 yds.	1,100 yds.
10 kilometres	6·214 miles	6¼ miles.
100 kilometres	62·13 miles	62 miles.
Hectare	2·4711 acres	2½ acres.
10 hectares	24·711 acres	24¾ acres.
100 hectares	247·11 acres	247 acres.
Kilogramme	2·204 lb.	2¼ lb.
1,000 kilogrammes	2,204·62 lb.	1 ton.
Litre	1·759 pints	1¾ pints.
100 litres	21·997 gallons	22 gallons.

DISTRIBUTION OF TRADE.

The following table of exports and imports for the whole of the 20 republics of Latin America will give some idea of their importance in world trade. Even in the disastrous year 1931 the republics did the equivalent of about £612,000,000 of foreign trade. There was a difference of about £120,000,000 in favour of their exports over imports. The 20 republics imported no less than £244,000,000 worth of articles, mostly manufactured goods, and given a renewed demand for their raw materials there is no doubt but that Latin America would soon be importing on the £500,000,000 scale of a few years ago. The total exports and imports for three years are given below in U.S. dollars :—

	Exports.	Imports.	Total Foreign Trade.
1929	$2,904,794,899	$2,412,350,330	$5,317,115,229
1930	$2,080,489,743	$1,892,746,805	$3,973,236,548
1931	$1,782,452,320	$1,203,470,745	$2,985,923,065

Taking known statistics and estimating others, the conclusion is reached that in 1931 Latin America had a favourable balance on visible items of $581,000,000, compared with $245,000,000 in 1930. There was probably, after deducting invisible exports, a net favourable balance of $92,000,000. It was estimated that this had been increased in 1932 to $120,000,000.

CAPITAL IN LATIN-AMERICA.

The British capital invested in Latin-America amounts, on the authority of "The South American Journal," to £1,221,639,882 in all. Interest on this averages 3.2 per cent. No interest is paid on £414,777,230.

United States capital directly invested in Latin-America is estimated by the Department of Commerce, Washington, at $5,077,053,000.

HYGIENE AND HEALTH.

Hygiene and Health :—Visitors to the principal centres have no more reason to fear sickness than at home. Medical aid is at hand upon the voyage, and English-speaking physicians practise in all the more important cities, where there are also hospitals equipped with all the refinements of medical science. Druggists' shops are numerous, and all the leading English and American preparations

can be purchased. Public sanitation has made such strides that epidemic diseases have been brought to really manageable proportions. The temperate parts of South America are quite as healthy as England, and in the tropics ill-health is more frequently caused by heedlessness than by inevitable causes.

Precautions in regard to health in the tropics are very simple, but they should be observed. Some travellers have themselves inoculated against typhoid fever before starting the journey; this is a wise precaution, and can be recommended. As a preventive of malaria, a five-grain tablet or capsule of quinine should be taken every night—say a hundred capsules for a three-months' trip. A small bottle of chlorodyne as a remedy for dysentery is occasionally useful. A supply of purgative medicine (pills or salts) is also essential.

Travellers should make a special point of never sitting in damp clothing, even for five minutes; a complete change should be made after a hot journey at the first available opportunity. It is also desirable to avoid drinking the water of the country—not that it is invariably bad, but it may be. Mineral waters are good and cheap. Alcoholic liquors should be rigidly avoided until after sunset.

Upon steamer trips on tropical rivers a folding mosquito canopy is essential, and preferably one going into small compass. Gloves to protect the hands against mosquitoes while on deck, high shoes to protect the ankles, and a gauze canopy for the face and neck should be carried. The conditions on certain river steamers make it desirable to carry changes of bed-linen and an air pillow.

To ward off mosquitoes, oil of citronella, sparingly applied to the exposed parts of the skin, is very effective. The oil may be used pure or in mixture, as for example:—Ol. Citronella ℥ii; Spiritus Camphor ℥ii; Ol. Cedri ℥i; Vaselina Liq. ℥ss, mixture. Certain of the proprietary preparations against mosquitoes and applied by spraying are recommended.

The reiterated warnings given by experienced travellers against the misuse of alcohol are well-founded and particularly when travelling in high altitudes. No hard and fast rules regarding food can be laid down, but the wise traveller is temperate in all his habits.

Suitable Apparel:—The contents of one steamer trunk and one suitcase, and with a handbag for soiled linen, meet the ordinary requirements of one person. Those who follow the regular routes are not more inconvenienced by heat and cold than in Europe or N. America. Light or heavy clothing should be taken according to the season, but those making a round trip of the country should supply themselves with both.

For the voyage through the tropics light tennis clothing can be recommended with cellular or thin woollen underwear. Cotton frocks in colours which withstand strong light and sea air are most serviceable, and rubber-soled shoes should be included. For country excursions light-weight tweed costumes and strong boots are preferable.

The most suitable clothing for the tropics is either two or three light-weight suits of the "Palm Beach" type or, better still, half a dozen suits of white duck; these latter may be purchased anywhere

in Central America at a low price, and if carried, need not necessarily be obtained before leaving. A supply of thin cotton shirts, soft collars, and about a dozen light cotton union suits for underwear are essential. At least one ordinary worsted or serge suit, and one suit of woollen underwear, will be required for places situated at a high altitude; a light overcoat is also desirable for the same purpose.

A Panama hat is the most suitable headgear, but a soft felt hat should also be taken for high altitudes. A travelling cap is useful. In certain parts a sun helmet or solar topee is useful, but this may be purchased locally.

Thin cotton socks and pyjamas are better than wool; the latter is too hot for the greater portion of the journey. A light cotton dressing gown is also essential; shower baths are a frequent necessity, and the bathrooms in the hotels are often some distance from the sleeping quarters. Moreover, there is in many cases no accommodation for dressing in the bathrooms themselves.

The remainder of the equipment may be in accordance with personal taste. It should be borne in mind, however, that frequent laundering is necessary, and local laundries are sometimes destructive of good materials. The highest qualities of clothing therefore need not be considered essential.

South American ladies dress with elegance, and, consistent with moderation in the quantity of their baggage, lady passengers are well advised to take new and becoming clothes. Evening dress is *de rigueur* for men at the opera.

Expeditions into the more primitive parts of the tropics call for special equipment. Excursions ashore in the Amazonian forest are best done in thin khaki breeches and shirt. Leggings and ankle boots are better than field boots, being lighter and more easily packed. Leather luggage for the same region should be protected by green canvas or mackintosh coverings against rain. Rubber-flanged tin boxes containing some 56 lb. of contents can be employed for packing any spare effects.

Change of Temperature:—In many tropical places there is a marked difference in temperature between the interior of cathedrals and the outer air. In the higher altitudes, colds may be contracted by entering these buildings. The danger of pulmonary disease being greater because of the rarity of the atmosphere, a light overcoat should be carried. Precaution should be taken against sudden changes of temperature.

In making sudden ascents to the higher altitudes, travellers sometimes suffer from "soroche," or mountain sickness. Those with weak hearts are cautioned against a too rapid change. Travellers who wish to avoid the sickness usually divide the trip from the lowlands to the uplands of Peru or Bolivia into two stages, stopping en route at Arequipa or elsewhere.

Quarantine Regulations:—As a rule there is no delay. Port sanitation has improved greatly, and only in exceptional instances do Latin-American ports declare quarantine against each other. When travellers are detained the expense usually falls upon their own pockets.

Vaccination :—Access to some countries, including Brazil and Argentina, is barred failing evidence of recent vaccination. The prospective traveller should thus be vaccinated before departure. The precaution is wise, and the traveller feels a greater security against possible infection from smallpox, particularly in out-of-the-way places. Inoculation against other diseases may fitly be discussed with one's medical adviser.

CARE OF BAGGAGE.

As a general rule, heavy individual pieces of baggage should not be carried ; two or three suitcases are far better than a wardrobe or steamer trunk. Journeys by mule back, or by aeroplane, make the use of these latter impossible, and involve repacking, or even leaving a portion of the equipment behind.

Instructions to Passengers :—Steamship companies make regulations with a view to the greatest expedition and security. The following notices are important :—

Only baggage packed in trunks and hand-packages can be transferred and accepted as " Baggage," and must consist only of the personal effects of passengers. Any article not coming within this description must be shipped as merchandise, and freight according to tariff paid thereon.

Labelling of Baggage :—All baggage should be securely fastened, painted with the owner's name, port of destination, and bear adhesive labels stating whether wanted on the voyage or not.

Passengers are recommended also to use the Alphabetical Labels which the various companies furnish. These assist rapid sorting both on board and in the Custom House.

Locking Baggage :—Trunks and bags should be securely locked. In especial, personal baggage should not be delivered into the hands of shore touts unless carefully locked in advance.

The traveller will find it advisable to bargain beforehand with the porters (variously known as Changadores or Cargadores) who carry baggage to the piers.

Insurance :—Baggage is conveyed entirely at the passenger's own risk, unless insured. Insurance can be effected at low rates through the shipping companies.

Size of Trunks :—Cabin baggage, to go under the berths, should not be more than 16 inches high, 24 inches wide, and 36 inches long.

Valuables :—Passengers are warned to look after small baggage in their cabins, especially while in port when strangers are on board. Valuables may be deposited in care of the ship's purser.

Funds should be carried in the form of travellers' cheques, which may be negotiated without difficulty practically anywhere in the various capitals. These are better than letters of credit, which necessitate calling at banks at possibly inconvenient hours. The cheques are most conveniently and safely carried in a light money belt, which could also be used for a liberal supply of local currency when making trips into interior points.

Arrangements can be made for the cashing of travellers' cheques through the branches or agencies of the chief international banks.

There is no need to carry weapons of any kind, and, in fact, these are better avoided.

EMPLOYMENT IN SOUTH AMERICA.

Emigration to South America in search of a living demands special precautions, and should in no case be undertaken without a sufficient guarantee of a satisfactory issue. Moneyless persons, speaking English only and inexperienced in the conditions of Latin-American life, are particularly cautioned against speculative emigration upon the bare chance of finding employment. The warning applies to skilled as well as unskilled workers of both sexes, and with especial force to heads of families.

Opportunities regularly occur for the satisfactory employment of men possessing technical or other qualifications which lend their services an exceptional value under local conditions. Notices of such openings appear from time to time in London and other newspapers, and frequently with the stipulation that a knowledge of Spanish or—for Brazil—the Portuguese language is required. Employees are engaged for various branches of work through the British offices or agencies of international companies or business houses operating in South America, and are sometimes required to proceed abroad immediately. Often members of the existing staffs of such organizations trained in the routine of the business are appointed to South American vacancies. These openings afford generally fair remuneration with attractive prospects, and a large proportion of the Englishmen occupying high positions in the business life of the continent owe their success to beginnings made as subordinates in this way.

In accepting offers of employment a contract should be duly drawn up before departure and be authenticated before a consul of the country of destination. It should invariably provide for the payment of a return passage upon expiration of the agreement. The terms should be supervised in the interest of the employee by one well acquainted with local conditions. For enforcement abroad it is advisable, and in some instances indispensable, that the contract and all relevant documents should be drawn up in Spanish.

The substance of advice provided by acknowledged authorities situated in various South American countries follows :

In Argentina :—" I would particularly emphasize the absolute necessity of warning young men from coming to this country on speculation," writes Mr. Norman Macqueen, General Secretary of the British Society in the Argentine Republic. " I have had some years' experience in the Employment Bureau in connection with this Society, and the tragedies connected therewith, especially in the case of young girls, would fill a volume. It is no use coming here at all unless one has (1) at least a working knowledge of the Spanish language ; (2) a small capital to live on while looking for work, for living expenses are high, and a few pounds do not last long ; (3) all agreements, letters, contracts, etc., are written in Spanish, and viséd by the Argentine Consul in London, because agreements in English are not binding."

To this informed advice may be added the words of "The Review of the River Plate":—

"Unattached and unsupported British immigration, when the immigrant has little more than a few dollars in his pocket on landing, must still be discouraged by all thoughtful people who know how difficult it is to find employment for persons coming within this category, except when such employment is more in the nature of indirect charity than a real adjustment to the needs of supply and demand."

Opportunities in Argentina are favourable when rightly used. "Secure a job upon contract and, while serving diligently in it, study the conditions of the country and then decide," is the advice tendered by Captain Vincent Lloyd, a late member of the British community in Buenos Aires. The following further hints are from the same source:

"The best way to start a farming career is to work for board and lodgings upon an estancia, living with the farm-hands and gaining experience.

"Appointments upon estancias are obtained by direct introduction or through firms of estancia agents in Buenos Aires.

"An Englishman of modest capital should conserve it and acquire experience with a view possibly to pooling his resources later. The days of big and easy fortunes are over, but good livings are to be made by men of prudence, character, energy, and skill."

In Brazil:—In the opinion of the British Chamber of Commerce, Rio de Janeiro, Brazil is not an eligible country for British emigrants in general. The scale of payment found sufficient by native-born workers and the generality of immigrants does not afford the British emigrant even a moderate standard of comfort. The available labour supply includes workers skilled in agricultural, industrial, and office work, of whom many are also accomplished linguists.

It may be said that, except for men whose special qualifications render them valuable, Brazil has little to offer adventurous young Britishers who wish to try their luck. For a married man, with or without family, to arrive without satisfactory employment previously arranged is madness.

In Chile:—The Commercial Secretary of the British Legation in Chile is authority for saying that "No British subject, either male or female, should come to Chile except upon a definite contract, one of the stipulations in which should be that their return fare to Great Britain is paid upon its termination.

"As in the case of practically all Latin countries, the few experiments of importing British emigrants and manual workers having no technical knowledge have been a complete failure. Large British and foreign business firms and banks, however, offer positions to junior clerks with a considerable future. However, it is of vital importance that all contracts should be revised on behalf of the applicants by a friend or other suitable party who knows local conditions."

In Colombia :—The following passage is from a report to the Department of Overseas Trade :

" The fact that Colombia is a virtually undeveloped country, and that its population is relatively small having regard to its economic potentialities, may tempt unreflecting persons to emigrate thither, assuming as a matter of course that they will find remunerative employment waiting for them. . . . No warning against such an illusion can be too strongly given. Except for those possessed of ample capital, or who enter the country after having secured definite employment under a contract valid by Colombian law, there is no opening for foreign immigrants and no prospects other than a grave risk of failure and impoverishment. It should not be forgotten, moreover, that destitution involves a fall considerably beneath the lowest standard of living which normally prevails, at least in the United Kingdom. . . . The observations made above apply even more strongly to the case of women and girls seeking domestic employment in Colombia as nurses, governesses or companions."

SPANISH AND PORTUGUESE TERMS.

DAYS OF THE WEEK.

	SPANISH.	PORTUGUESE.
Sunday	Domingo	Domingo
Monday	Lunes	Segunda feira
Tuesday	Martes	Terça feira
Wednesday	Miércoles	Quarta feira
Thursday	Jueves	Quinta feira
Friday	Viernes	Sexta feira
Saturday	Sábado	Sabbado

MONTHS OF THE YEAR.

January	Enero	Janeiro
February	Febrero	Fevereiro
March	Marzo	Março
April	Abril	Abril
May	Mayo	Maio
June	Junio	Junho
July	Julio	Julho
August	Agosto	Agosto
September	Setiembre	Septembro
October	Octubre	Outubro
November	Noviembre	Novembro
December	Diciembre	Dezembro

TIMES AND SEASONS.

The afternoon	La tarde	A tarde
Christmas Eve	La nochebuena	A vespera de Natal
The day	El día	O dia
Day after tomorrow	Pasada mañana	Depois de amanhã
Easter	La Pascua	A Pascoa
A fortnight	Una quincena	Quinze dias
Half an hour	Media hora	Meia hora
Holidays	Las vacaciones	As ferias
Last month	El mes pasado	O mez ultimo
Lent	La cuaresma	A quaresma
Midday	El mediodía	O meio dia
Midnight	La media noche	A meia noite

	SPANISH.	PORTUGUESE.
Minute	El minuto	O minuto
Month	El mes	O mez
Morning	La mañana	Amanhã
New Year's Eve	La víspera de año nuevo	A vespera de anno bom.
A second	Un segundo	A segunda
Today	Hoy	Hoje
Tomorrow	Mañana	Amanhã
Tonight	Esta noche	Este noite
Week	La semana	A semana
Whitsuntide	El Pentecostés	O Pentecoste
Year	El año	O anno
Yesterday	Ayer	Hontem
Spring	La primavera	A primavera
Summer	El verano	O verão
Autumn	El otoño	O outono
Winter	El invierno	O inverno
O'clock :—1.0	La una	Uma hora
5.0	Las cinco	Cinco horas
4.30	Las cuatro y media	Quatro e meia
4.45	Las cinco menos cuarto	Cinco horas menos quart

(N.B.—In Argentina, as in Uruguay, time p.m. is denoted as 13 (Las trece) *et seq.*)

TRAVELLING.

Arrival	La llegada	A chegada
Bill	La cuenta	A conta
Boat	El bote	O barco
Boarding house	La casa de huespedes	A casa de pasto
Cab	El coche	O cabriolé
Cabin	El camarote	O camarote
Coffee-room	El café	O café
Custom House	La aduana	A alfandega
Deck	La cubierta	A coberta
Departure	La salida	A sahida
Embark, to	Embarcar	Embarcar
Fare, the	El pasaje	O passageiro
Guide	El conductor : el guía	O conductor
Hall-porter	El portero	O porteiro
Land, to	Desembarcar	Desembarcar
Landlord	El fondista : el propietario	O estalajadeiro
Lavatory	El lavatorio	O lavatorio
Lifebelt	La salvavida	A salvavida
Lift	El ascensor	O ascensór
Lodgings	Los curartos	Os aposentos
Luggage	El equipaje	A bagagem
Luggage label	La etiqueta	O rótulo
Motor-bus	El omnibus	O omnibus
Motor-car	El automóvil	O automovil
No	No (Señor)	Não (Senhor)
Railway	El ferrocarril	O caminho de ferro
Railway station	La estación	A estação
Receipt	El recibo	O recibo
Rug (travelling)	La manta de viaje	A manta
Sleeping car	El coche dormitorio	Um wagon-cama
Smoking room	El fumadero	A sala de fumar
Station master	El jefe de estación	O chefe d' estação
Steward	El camarero	O mordomo
Stewardess	La camarera	A camaréira
Street	La calle	A rua
Ticket	El boleto	O bilhete
Time-table	El itinerario	O horário
Tip	La propina	A propina
Train	El tren	O trem ; o comboio
Traveller	El viajero	O viajante
Waiter	El mozo	O moço
Waiting room	La sala de espera	A sala de esperar
Yes	Si (Señor, Señora or Señorita)	Sim (Senhor, Senhora, or Senhorita)

FOOD AND DRINK.

	SPANISH.	PORTUGUESE.
Bacon	El tocino	O toucinho
Beef	La carne de vaca	A carne de vacca
Beer	La cerveza	A cerveja
Bottle	La botella	A botelha
Bread	El pan	O pão
Breakfast	El desayuno	O almoço
Butter	La manteca	A manteiga
Cake	La torta	A torta
Champagne	Vino de Champaña	Vinho de Champanha
Cheese	El queso	O queijo
Chocolate	El chocolate	O chocolate
Cigar	El cigarro	O charuto
Cigarette	El cigarrillo	O cigarro
Claret	Vino tinto	O clarete
Cocoa	El cacao	O cacao
Coffee (black)	El café solo	O café só
Coffee (with milk)	El café con leche	O café com leite
Cream	La crema	A nata
To dine	Comer	Jantar
Dinner	La comida	O jantar
Drink	La bebida	A bebida
Dry	Seco	Secco
Egg	El huevo	O ôvo
Eggs and Bacon	Huevos y tocino	Ovos com toucinho
Fowl	El ave	A ave
Fried	Frito (a)	Frito
Fruit	La fruta	O fructo
Hungry (I am)	Tengo hambre	Tenho fome
Knife	El cuchillo	A faca
Lamb	El cordero	O cordeiro
Marmalade (or Jam)	La mermelada	A marmelada
Meat	La carne	A carne
Milk	La leche	O leite
Mineral water	El agua mineral	A agua mineral
Mustard	La mostaza	A mostarda
Mutton	La carne de carnero	O carneiro
Omelet	La tortilla	A malassada
Pear	La pera	A pera
Pepper	La pimienta	A pimenta
Plate	El plato	O prato
Pork	La carne de puerco	A carne de porco
Ripe	Maduro	Maduro
Salt	La sal	O sal
Siphon	El sifón	O siphão
Smoking	Fumante	Fumando
Soup	La sopa	A sopa
Spoon	La cuchara	A colher
Sugar	El azúcar	O assucar
Thank you	Gracias	Obrigado
Veal	La carne de ternera	A carne de vitella
Vegetables	Los legumbres	Os legumes
Water	El agua	A agua
Wine	El vino	O vinho

APPAREL.

Boots	Las botas	As botas
Braces	Los tirantes	Os suspensorios
Brush	El cepillo	A escova
Clothes brush	El cepillo de ropa	A escova de roupa
Coat	La casaca	A casaca
Collars	Los cuellos	Os colláres ; os collarinhos
Cuffs	Los puños	Os punhos
Curling tongs	El rizador	Os encrespadores
Dress	El vestido	O vestido
Evening dress	El traje de etiqueta	O vestido de etiqueta
Fur	La piel	A pelle
Gloves	Los guantes	As luvas

APPAREL (*continued*).

	SPANISH.	PORTUGUESE.
Hairpins	Las horquillas	Os alfinetes
Handkerchief	El pañuelo	O lenço
Hat	El sombrero	O chapeo
Jewellery	Las joyas	As joias
Necktie	La corbata	A cravata
Nightgown	El camisón	O rougão
Overcoat	El sobretodo	A sobrecasaca
Parasol	El quitasol	O quitasol
Purse	La bolsa	A bolsa
Razor	La navaja	A navalha de barba
Ring	El anillo ; la sortija	O annel
Shoes	Los zapatos	Os sapatos
Skirt	La falda	A saia
Slippers	Las zapatillas	A chinela
Soap	El jabón	O sabão
Sponge	La esponja	A esponja
Stockings	Las medias	As meias
Stud	El botón de camisa	O botáo
Towels	Las toallas	As toalhas
Trousers	Los pantalones	As calças
Umbrella	El paraguas	O chapéo de chuva
Waistcoat	El chaleco	O jaleco ; a veste
Watch	El reloj	O relogio

CARDINAL NUMBERS.

1	Uno (m) una (f)	Um (m) uma (f)
2	Dos	Dois (m) duas (f)
3	Tres	Tres
4	Cuatro	Quatro
5	Cinco	Cinco
6	Seis	Seis
7	Siete	Sete
8	Ocho	Oito
9	Nueve	Nove
10	Diez	Dez
11	Once	Onze
12	Doce	Doze
13	Trece	Treze
14	Catorce	Quatorze
15	Quince	Quinze
16	Dieciseis	Dezaseis
17	Diecisiete	Dezasete
18	Dieciocho	Dezoito
19	Diecinueve	Dezanove
20	Veinte	Vinte
21	Veintiuno (a)	Vinte e um
22	Veintidos	Vinte e dois
23	Veintitres	Vinte e tres
24	Veinticuatro	Vinte e quatro
25	Veinticinco	Vinte e cinco
26	Veintiseis	Vinte e seis
27	Veintisiete	Vinte sete
28	Veintiocho	Vinte e oito
29	Veintinueve	Vinte e nove
30	Treinta	Trinta
31	Treintiuno (na)	Trinta e um
32	Treintidos,* etc.	Trinta e dois
40	Cuarenta	Quarenta
50	Cincuenta	Cincoenta
60	Sesenta	Sessenta
70	Setenta	Setenta
80	Ochenta	Oitenta
90	Noventa	Noventa

* The compound numbers (17 to 99, except the even tens) can also be spelt **diez y seis, veinte y dos, cuarenta y cinco**, etc.

CARDINAL NUMBERS (*continued*).

	SPANISH.	PORTUGUESE.
100	Cien, ciento	Cem, Cento
101	Ciento uno (una f)	Cento e um
200	Doscientos (m) Doscientas (f)	Duzentos (a)
300	Trescientos	Trezentos
400	Cuatrocientos	Quatrocentos
500	Quinientos	Quinhentos
600	Seiscientos	Seiscentos
700	Setecientos	Setecentos
800	Ochocientos	Oitocentos
900	Novecientos	Novecentos
1,000	Mil	Mil
1,001	Mil uno (una)	Mil e um (una)
1,100	Mil ciento	Mil cento
1,101	Mil ciento uno	Mil cento um
1,200	Mil doscientos	Mil duzentos
2,000	Dos mil	Dois mil
100,000	Cien mil	Cem mil
200,000	Doscientos mil	Dois centos mil
500,000	Quinientos mil	Quinhentos mil
1,000,000	Un millón	Um milhão
2,000,000	Dos millones	Dois milhões

ORDINAL NUMBERS.

1st	Primero	Primeiro
2nd	Segundo	Segundo
3rd	Tercero	Terceiro
4th	Quarto	Quarto
5th	Quinto	Quinto
6th	Sexto	Sexto
7th	Septimo	Setimo
8th	Octavo	Oitavo
9th	Noveno, nono	Nono
10th	Décimo	Decimo
11th	Undécimo or décimo primero	Undecimo
12th	Duodécimo or décimo segundo	Duodecimo
20th	Vigésimo	Vigesimo
21st	Vigésimo primero, etc.	Vigesimo-primeiro, etc.

PASSENGERS

travelling on ships to and from South America are provided by the British Wireless Marine Service with special facilities for communicating, throughout the voyage, with their friends ashore; not only by full rate wireless messages, but also by the following special classes of messages at considerably reduced rates:—(1) the Ship Letter Telegram for addresses in the British Isles only, and (2) the Ocean Letter and Poste-radio telegram for addresses in all other parts of the world.

All the important vessels sailing to South America are fitted with up-to-date wireless apparatus, and most of them carry the wireless direction-finder by means of which many lives have been saved.

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LATIN-AMERICAN WORLD

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On the Way to South America

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ON THE WAY TO SOUTH AMERICA.

(DIRECT) DISTANCE TABLES.

EUROPE TO RIVER PLATE.

The distance from port to port is to be read at a glance in the table below; thus Southampton to Pernambuco (*direct*)—3,954 miles; Lisbon to Buenos Aires (*direct*)—5,320 Miles.

Southampton.												
83	**Cherbourg.**											
551	503	**Coruna.**										
648	600	124	**Vigo.**									
706	658	186	78	**Leixoes.**								
866	818	343	240	177	**Lisbon.**							
1311	1263	783	702	652	528	**Madeira.**						
2345	2297	1817	1737	1685	1551	1041	**St. Vincent.**					
3954	3906	3428	3346	3293	3155	2651	1614	**Pernambuco.**				
4338	4290	3814	3730	3677	3540	3035	1998	389	**Bahia.**			
5023	4975	4497	4414	4362	4222	3720	2684	1075	747	**Rio de Janiero.**		
5210	5162	4684	4601	4549	4409	3907	2871	1262	934	208	**Santos.**	
6007	5959	5481	5398	5346	5206	4704	3668	2059	1731	1028	884	**Monte Video.**
6121	6073	5595	5512	5460	5320	4818	3782	2173	1845	1142	998	114 **Buenos Aires**

DISTANCES FROM PANAMÁ.

Southampton—Panamá .. 4,641 miles Liverpool—Panamá .. 4,674 miles
New York—Panamá .. 2,016 miles

WEST COAST DISTANCES.

Panamá.						
1340	**Callao.**					
1783	449	**Mollendo.**				
1912	581	139	**Arica.**			
1980	646	219	107	**Iquique.**		
2137	806	428	323	223	**Antofagasta.**	
2449	1127	781	697	598	392	**Coquimbo.**
2615	1299	962	881	780	576	199 **Valparaiso.**

DISTANCES FROM NEW YORK.

(*British Admiralty Tables.*)

New York to :—	Miles	New York to :—	Miles
Pará	2,855	Rio Grande do Sul	5,451
Pernambuco	3,670	Montevideo	5,727
Bahia	4,057	Buenos Aires	5,838
Rio de Janeiro	4,743	Bahia Blanca	6,120
Santos	4,930	Magallanes (Punta Arenas) ..	6,981

The **ports of call** on the way from Europe or the United States to South America vary according to the voyage and to the individual arrangements of the steamship companies Brief descriptions are given here of intermediate points lying upon the main ocean routes, and also of some others which are less often visited. Some particulars are given of attractions in the vicinity, even though visits to the interior may not always be practicable to through passengers. Upon any of the main routes the voyage can be made in complete comfort and, indeed, luxury.

The steamers carrying passengers to South America are specially designed for the trade and are noted for their comfort, cleanliness, and discipline. They are fitted with artificial heating for cold weather, and with ventilating systems to relieve oppressive heat in the tropics. The appointments of the larger vessels are strikingly magnificent, with a first-class orchestra for concerts, dances, and fancy dress balls ; a gymnasium in charge of an expert instructor ; an open-air swimming-bath available for the greater portion of the voyage ; and full facilities for deck games and sports.

Full enjoyment of the social opportunities depends largely upon the passengers themselves, who contribute to their own and the general pleasure by forming committees for the organization of games and other gatherings.

Clothes for the Voyage:—Tennis clothing can be worn for the first sixteen days by those travelling during the English summer months, and light woollen clothes for the rest of the journey.

Those leaving England during the English winter need warm clothing for the first five or six days, and tennis clothes thereafter. A warm cardigan jacket is useful. A dinner jacket serves for evening wear, and plain evening dresses are advised for ladies. Fancy dresses for dancing are useful addenda. The ship's laundry can be relied on for washing at sea.

BOULOGNE.

Boulogne-Sur-Mer, the great sea-port of northern France, is situated on the shore of the English Channel, at the mouth of the River Liane, 28 miles by sea from Folkestone.

The town consists of two parts, the Haute Ville and the Basse Ville. The former, on top of the hill, is comparatively small, and is surrounded by 13th century ramparts and entered by ancient gateways. Here are the law courts, the chateau (13th century), and the hotel de ville (18th century), besides other buildings of great age.

The modern town, with its boulevards, shopping streets, and public buildings, stretches from the base of the hill to the harbour, along which it extends. Boulogne has for long been one of the most anglicised of French cities, and during the tourist season a great stream of English tourists enter the continent at this point. But the town, as well as being a great sea-port and a tourist resort, is an important industrial centre and the headquarters of important fisheries.

Hotels :—There are several first-class hotels catering for visitors.

LE HAVRE.

At the mouth of the River Seine, distant only 141 miles (2¾ hours express) from Paris, Havre has unique natural advantages as a harbour. Extensive new quays and basins have made Havre into one of the leading ports of the world, capable of accommodating the largest passenger liners and of dealing with all descriptions of traffic Commercially the port ranks second only to Marseilles, and the town has the interest of a great maritime centre, coupled with some antiquities, including a museum and the Church of Notre Dame.

A nightly service of Channel steamers plies to Southampton (120 miles, 5 hours open sea). Passengers by this route arrive respectively in Havre or Southampton about 6 a.m. Connecting trains arrive Paris (Gare St. Lazare) 10.18 a.m.; or London (Waterloo) 9.03 a.m.

Hotels :—Frascati; Grand Hotel de Normandie; Continental; Terminus; Grand Hotel de Bordeaux.

CHERBOURG.

Almost due south of Southampton, and distant only 84 sea miles, the great French dockyard and arsenal has long been a principal port of call for passenger vessels to and from South America.

The time spent in port is commonly too short to allow a visit to the city, which displays comparatively little activity. Wood and coal are imported, and dairy produce, vegetables and stone exported. There are two large engineering works and quarries in the neighbourhood. The bulk of the population is employed at the arsenal and dockyards.

Landing :—By tender.

Hotels :—Palace Hotel du Casino; Hotel de la Plage; Anglo-American; Grand Hotel; Grand Hotel de France; Hotel de Paris et de Weymouth; De l'Etoile; Moderne.

LA ROCHELLE-PALLICE.

Is touched by certain of the steamship services to South America. Outward mail boats stay long enough in port for passengers to visit, by train or motor-bus, the interesting and historic city of La Rochelle, four miles away. The main sights are the cathedral in the Place de Verdun (built 1780, in the Grecian style); the Hotel de Ville (Gothic); the "Mail," a popular promenade, with Casino, etc. The houses and shops in this old city are quaint. Many side walks are covered by arches, which recall Chester and other old English towns.

Trains leave La Rochelle at short intervals for Niort, Saintes, Bordeaux, Nantes, Pau, Biarritz, Bayonne, and Central and Southern France.

There is every facility at La Rochelle-Pallice for the rapid and safe handling of motor-cars. The city is a convenient point of departure for passengers to the South of France and Touraine.

The representatives of the Royal Automobile Club at La Rochelle-Pallice are the Pacific Steam Navigation Company.

Landing :—Usually by tender.

Hotels :—Hotel de France; Hotel du Commerce; Hotel de la Paix Hotel des Etrangers.

SANTANDER.

Santander, upon the north coast of Spain, is a regular port of call for P.S.N. steamers from Liverpool to the West Coast of South America, and a stay is made normally of two to three hours. The port is 685 nautical miles from Liverpool. The town has 80,000 inhabitants, and is placed picturesquely upon the bay. A benign climate has made it a favourite summer resort. The cathedral, the Casino del Sardinero, the Aquarium, and Municipal Library are interesting. There are caves used by prehistoric man twenty miles from the town.

Rail :—Madrid (10 hours).

Hotels :—	Address.	Per day.
*Real	Sardinero	From 25.00 pesetas.
*Gran	Sardinero	„ 25.00 „
Ignacia	Colosia	„ 15.00 „
Continental	Mendez Muñez	„ 20.00 „
Europa	Mendez Muñez	„ 20.00 „
Royalty	Calle de la Blanca	„ 20.00 „

* Open July—August only.

LA CORUÑA.

On the north-western coast of Spain, and served by the principal vessels sailing between England and South America. It is a main line terminus from which expresses with dining and sleeping-cars run daily to and from Madrid and the frontier.

The town is associated in English memory with Sir John Moore, who, when driven from the interior by Napoleon, turned upon Soult and administered a check in January 1809 which enabled the British forces to escape to the ships. His grave lies in the Garden of San Carlos on the outskirts of the town. The ruins of the port gates are memorable as those from which Philippe II sailed to marry Mary Tudor, and Charles V for his coronation as Emperor of Germany.

The upper town on the mountain side is walled by ancient battlements. The lower town has new buildings which lend it a flourishing air, and during the " Horas de Paseo " the general animation and gaiety lend the scene an almost Parisian atmosphere.

Santa María del Campo, the principal church, is a small Gothic erection with three naves, a Norman porch and a pyramidal tower. The church of San Jorge (Plaza de San Jorge) contains two famous paintings, " Annunciation " and " Purgatory," by Pierre Vanderlaken. There is a fine fifteenth-century bas-relief in the side tower of the Capucine convent (Calle de Panaderas). There are charming motor drives in the neighbourhood, and many good trout streams.

Landing :—Motor launch, 3 pesetas. Return after sunset and on public holidays, 5 pesetas.

Conveyances :—Electric trams and motor-cars.

Hotels :—	Address.	Per day.
Atlantic	Paseo Mendez-Nuñez	Winter 20–30 pesetas.
		Summer 50% extra.
Palace	Cantón Grande	15–35 pesetas.
Francia	Calle Juan de Vega	15–25 „
Roma	Calle de Castelar	12–30 „
Continental ..	Calle de Castelar	12–35 „

Excursions :—Tram to Sada ; motor to Arteijo, Carballo and Santiago de Compostela ; train to Ferrol. Journeys to Madrid.

VIGO.

Mail steamers call, but do not usually stay for long. The Bay is large enough to accommodate all the world's navies. Cabo Estay on the south and Sobrido Point on the north guard an opening nine miles wide. The rocky and picturesque Islas Cies form a complete natural breakwater against westerly gales. The city, nine miles up the bay on the southern shore, looks remarkably clean and well-kept. It spreads tier by tier up a steep hill from an avenue of plane trees at the base to the citadel crowning the height.

The notable buildings include the principal church (Doric Greek), standing in the Plazuela de la Iglesia. The Theatre Garcia Barbon, the Casino, and the Rosalia de Castro Picture House, all in one building, are in the Calle Policarpo Sanz. There are other Picture Houses besides. Amongst the Branches of the Banco de España and foreign Banks is to be found the Anglo-South American Bank Ltd., with an English staff in Calle Galan. The agency of the Royal Mail Lines, Limited, where an English-speaking staff is engaged, is near the quay, upon the sea front.

The Citadel, built by Philippe IV, is one of three forts that guard the town. On the way to the Citadel lie the prison and the barracks.

Landing :—By motor launches, ptas. 1.50 per person, baggage extra. Hotels send motor launches.

Tourist Information Bureau, S.A.D.I.T., in Custom House Building on the Quay.

Conveyances :—Open or closed motor cars, ptas. 20 and 15 for large and small cars respectively, within the limits of the town, and per hour. Cars engaged to leave the town are charged by the distance at the rate of ptas. 0·90 and ptas. 0.75 per kilometre for large and small cars respectively.

Hotels :—	Address.	Per day.
Continental	Avenidas de la Libertad	20–30 pesetas.
Moderno	Calle Policarpo Sanz 5	20–30 ,,
Universal	Avenidas de la Libertad	15–20 ,,

Excursions :—By motor launches to the Island of San-Simon, Puente Sampayo, and other picturesque spots up the river. Ferry boats leave hourly for Cangas and Moaña, fishing villages on the north of the bay, from which pleasant walks to hamlets in the interior may be made.

Two admirable beaches are within easy distance. Samil Sands, the better for bathing, is an hour's electric tram ride ; Bayona beach, famous for its sunsets, is one hour's electric tram journey.

VILLAGARCÍA.

Another Galician port, close to the town of Carril, and northwards 40 rail miles from Vigo, is visited occasionally by steamers bound for Brazil and the River Plate. Villagarcía is on the picturesque Bay of Arosa, frequented for the excellence of its summer bathing. The celebrated shrine, Santiago de Compostela (26 miles), can be visited by train. La Toja, with its mineral springs, is easily reached

OPORTO.

Leixões is the seaport for Oporto. It has been secured from storms by two great jetties seen on either side as the steamer enters the harbour. A railway and an electric tram connect it with the city, five miles away.

Passengers and baggage are conveyed ashore in rowing boats at 3 escudos per head, and 1.20 escudos per package ; minimum payment per rowing boat, 15 escudos. Charges per motor or steam

launch are 50 per cent. higher. Landing and embarking charges are doubled in rough weather, the signal for which is a blue flag over the Harbour-master's office.

Oporto has several public squares. The largest is the Praça da Liberdade, with a fine bronze statue of Dom Pedro IV. All over the city are fountains and well laid-out promenades. The Sunday promenade in the Crystal Palace gardens is especially fashionable.

Many of the dwellings date from the sixteenth century. The streets of the old town are narrow and tortuous, although there are striking modern boulevards. Good examples of the latter are the Rua dos Clerigos, the streets of 31 de Janeiro and Santa Catharina, and the Rua das Flores (the " Regent Street " of Oporto). The last-named shows beautiful examples of the local gold and silver filigree work.

The cathedral (Sé) has a fine interior, including a solid silver altar and retable. The church of São Francisco, close to the Bolsa (Exchange), is a mass of delightful carving of the fifteenth and sixteenth centuries. The Clerigos church has the highest spire in Portugal (246 ft.). This dominates the city from every point. The post office lies in Praça da Batalha, east of the Central Station.

A remarkable bridge—the Ponte de Dom Luiz Primeiro—is a quarter of a mile to the south of the Praça da Liberdade. It crosses the Douro in a single span of 560 ft. at a height of 120 ft. The engineer of this bridge, and of one higher up the gorge, was Eiffel, who also designed the celebrated Paris tower. From the monastery between these bridges the Duke of Wellington launched his attack upon the French General Soult.

Cathedral Hill and Victory Hill look down upon the River Douro, which flows through the area, famous the world over for its port wine. The wine is brought by river from the grape-growing district to the wine lodges at Villa Nova de Gaya (seen across the river from the city), whence this valuable local monopoly is shipped.

Conveyances :—There is a good service of electric trams. The Central Railway Station, São Bento, in the middle of the town, is the terminus for long-distance traffic. The Campanha Station, a mile and a half distant on the east side, and Bo Vista Station, in the north-western district, serve minor lines.

Landing :—Launches and rowing boats.

Hotels :—Grand Hôtel do Porto, Rua Santa Catharina (60–180 escudos), Hôtel de Paris in Rua Da Fabrica (38–60 escudos).

LISBON.

The south-western coast of Portugal is low-lying and insignificant-looking from the sea. At length a gap is seen, and the vessel steams up the estuary of the Tagus. The scenery changes, and there comes into view the Rome of the Iberian Peninsula, Lisbon, standing out in all the majesty of her seven hills. The city rises in picturesque terraces, a most striking spectacle. Many of the houses are faced with tiles, often in a rich blue.

Mail steamers to South America from Southampton and Liverpool moor alongside the quay at Alcantara or the Posto de Desinfecção. Passengers like to visit the famous " Black Horse Square" (Praça do Comercio), so named from the bronze equestrian statue of

José I in the centre. Almost all the edifices in this square are Government buildings. On the east is the Bolsa (Exchange) and the Custom House, and on the west the Post Office. Lisbon has other fine squares, including the Praça do Municipio, with a curious marble pillar. The Praça Rocio (Rolling Motion Square) is so called because it is paved at the centre in a wavy mosaic of black and white tiles. Camoëns Square, with its monument to the illustrious poet, and the grand new promenade "Avenida da Liberdade," should not be missed.

The Cathedral or Basilica of St. Vincent preserves in part its original Gothic architecture, and in part the French style of Louis XIV, introduced when the building was restored after the earthquake. It contains the bones of St. Vincent, the patron saint of Lisbon. The legends of the Sacred Ravens are depicted in blue and white tiles round the walls.

The San Roque Church, now a museum, has, despite a mean exterior, rare marvels within. The crowning glory is the Chapel of St. John the Baptist, to the right of the High Altar. Other sacred buildings worth visiting are São Vicente de Fora (on rising ground east of the cathedral), the Estrella Church (dominating the west of the city), and Nossa Senhora da Conceição Velha (Rua da Alfandega, off the east side of Black Horse Square).

Other points of interest include the Museum at the Palacio da Imperatriz at the Janellas Verdes, where there is a good collection of art treasures; the Palacio das Cortes (Parliament House) in Largo da São Bento on the west side of the city; Museu Nacional das Bellas Artes (open Sundays and Thursdays, 11 a.m. to 4 p.m.; other days, midday to 2 p.m., by application); Museu Archeologico do Carmo (antiques, etc., open daily 10 a.m. to 4 p.m.; charge 1 escudo); Academia das Sciencias (Rua do Arco de Jesus, open week days, 10 a.m. to 3 p.m.); Botanical Gardens (north-west of Rolling Motion Square), said to be the finest in Europe; Bull-ring (in Praça do Campo Pequeño), bull-fights in summer; National Library, north-west of Black Horse Square, with many rare MSS. and books. Inclined railways and street lifts convey pedestrians from terrace to terrace. The waterworks of Lisbon are remarkable.

Borrow's description is quoted from his "Bible in Spain" (1842):

I boldly say that there is no monument of man's labour and skill pertaining either to ancient or modern Rome, for whatever purpose designed, which can rival the waterworks of Lisbon. I mean the stupendous aqueduct whose principal arches cross the valley to the north-east of Lisbon, and which discharges its little runnel of cool and delicious water within that beautiful edifice called the Mother of the Waters, from whence all Lisbon is supplied with the crystal lymph.

Hotels :—	Address.	Per day.
Avenida Palace	Largo de Camoes	100–150 escudos.
D'Inglaterra	Rua Jardim do Regedor	40–100 ,,
Metropole	Rocio	50– 90 ,,
Borges	Rua Garrett (Chiado)	40– 90 ,,
De l'Europe	Praça Luiz de Camoes	50–110 ,,
Bristol	S. Pedro d'Alcantara	40–100 ,,

[For the Announcements of Local Hotels and Business Houses see the section of this book headed "LOCAL CLASSIFIED ADVERTISEMENTS."]

Conveyances :—Electric trams, and motor-cars. Elevators and inclined railways connect the upper and lower towns.

Railway Stations :—(1) Estação Rocio (Central Station), the principal terminus for inland routes.
(2) Estação de Barreiro, on the south side of the Tagus. A steam ferry connects it with "Black Horse Square."
(3) Estação Caes dos Soldados, on the East quay.
(4) Estação Caes do Sodré, on the West quay.
(Nos. 3 and 4 are minor stations for local lines.)

Shopping Centres :—Rua Augusta, Rua Garrett, Rua Aurea, Rua da Prata, Rocio Rua Nova do Carmo.

Environs of Lisbon.

A short distance from Lisbon is **Belem,** reached by electric tram or rail from Caes do Sodré Station. Close to the mouth of the Tagus, it contains the Tower of St. Vincent, the first building seen by passengers arriving by steamer. Here also are the Church and Convent of St. Mary, generally known as the Jeronymos. The church was built in 1500 to commemorate the discovery of the Cape of Good Hope by Vasco da Gama.

Cintra is reached by rail in about an hour from Rocio Station ; or by motor-car, which should be hired from an approved service.

George Borrow wrote :

If there be any place in the world entitled to the appellation of an enchanted region it is surely Cintra . . . by Cintra must be understood the entire region—town, palace, quintas, forests, crags, Moorish ruins, which suddenly burst on the view on rounding the side of a bleak, savage and sterile-looking mountain.

The time of year to see Cintra in perfection is March-April.

Places of interest in the neighbourhood include Montserrate, Cork Convent, Praia das Maçãs and the old Moorish castle ; also Collares, famous for its vineyards.

Hotels :—Netto and Nunes.

Estoril (Mont Estoril) :—About thirty-five minutes by express train from Caes do Sodré Station, lies on the Bay of Cascaes, sheltered by the pine-clad hills of Cintra, and is a delightful winter resort. It is a residential quarter for Lisbon people. The hotels are good and the charges moderate. Excellent boating, fishing, and bathing can be had, and there are lovely walks. A new Casino has been opened in the park adjoining the Palace Hotel.

Hotels :—Estoril Palacio, Miramar, D'Italie, Estrade, Paris, Hotel du Parc.

MADEIRA.

The island is notable for a climate sunny without oppressive heat, and for an abundance of moisture without heavy rainfall. The winter season, the one most often selected for visits, extends from November to May, and the very agreeable summer season from June to October. There are hills 6,000 ft. high, on which flourish pines and the vegetation of temperate zones. The valleys between glow with the lustre of the tropics, and geraniums luxuriate in the hedges. The Southern slopes are covered with vines, from the grapes of which Madeira wine is made. The Wine Lodges, where the justly famous Madeira wine is prepared, are almost all centrally situated and open to inspection.

For political and judicial purposes Madeira is treated as an integral part of Portugal. The Portuguese import tariff is applicable.

Funchal, the capital, lies at the foot of a vast amphitheatre of hills. The scene as the steamer enters is fascinating. The town is lit by electricity and picturesquely laid out. The streets are

paved with smooth, round cobbles, and sledges are much used for transit. Wicker-work, embroidery, lace, and jewellery are offered for sale from boats, and can also be purchased ashore.

The public buildings are not without merit, but it is the peculiarities of costume and the domestic architecture which will most interest the visitor. The highly-polished cobble stones of the streets are trying, and those who wish to explore the town should wear boots with soft soles, preferably india-rubber. The market-place is well supplied with tropical and other fruits at all seasons of the year, and each passer-by, from the hammock-bearer in his white linen clothes to the peasant in his strange and often grotesque headgear, excites attention.

The re-grading of several roads outside Funchal has opened up a large tract of beautiful and formerly difficult country to travellers by motor-car.

Landing :—By launch to shore and back to ship, 3s. for the double journey.

Conveyances :—In the town, bullock sledges (or "Carros"), 5s. per hour, or according to distance.

Motor Cars :—Service in town 10s. per hour or out of town according to distance. Motor Buses run to all parts.

Rack Railway to Terreiro da Lucta.

Shopping Centres :—The principal shops cluster round the top of the Entrada da Cidade, the avenue leading from the centre of the town to the quay.

Restaurants :—Chalet Restaurant Esplanade, Golden Gate, Bentham's Café Monaco, Ritz Café.

Casino :—All gaming resorts other than the Casino Victoria have been closed, and this one is being improved.

The Country Club is a charming example of a Madeira "Quinta" and is open for short period membership

Facilities for sea and sun-bathing have been greatly improved by the construction of well-equipped swimming pools.

	Address.	Shillings Per day.
Reid's Palace	Western Sea Cliff	22/– to 28/–
New English	West Outside Town	12/6 ,, 21/–
Monte Palace	Monte	12/– ,, 18/–
Belmonte	Monte	21/– ,, 32/–
Bella Vista	West Town	10/– ,, 18/–
Savoy	Western Town	12/– ,, 18/–
Golden Gate	Avenue	8/– ,, 12/–
Atlantic	Western Sea Cliff	10/– ,, 18/–

A valuable handbook, Brown's "Madeira, Canary Islands, and Azores" (Simpkins, 7s. 6d.), can be recommended to visitors. Lethbridge's "Madeira: Associations and Impressions" (Methuen, 7s. 6d.) should be consulted.

[For the Announcements of Madeira Hotels see the section of this book headed "LOCAL CLASSIFIED ADVERTISEMENTS."]

LAS PALMAS.

Las Palmas is the capital of Grand Canary Island. The island, which is almost circular in shape, is 34½ miles long by 29½ miles broad, and has a population of 165,000. The island is traversed by great ravines, the largest of which, the Barranco de Tejeda, almost cuts it into two. Many of the ravines are exceedingly picturesque, and are thickly clad with hanging woods where there is water. The south-eastern coast is flat, but the rest of the island forms an ideal playground for holiday makers. Most of the country

is exceedingly fertile and is well suited to the cultivation of oranges, figs, almonds, bananas, grapes, and cereals. The chief port is **Puerto de la Luz,** 4 miles from Las Palmas, with which it is connected by a tramway. Most of the visitors to Grand Canary make Las Palmas their headquarters. Other possible centres are Firgas, with its splendid scenery ; Agaete, where there are mineral springs and an hotel ; and Teror.

Las Palmas itself is a clean, well-laid out town with a population of about 50,000, or 80,000 if its port, La Luz, is included. It is divided into three districts : Arenales, with its luxurious villas and chalets, English church and British Club ; Triana, the main shopping centre ; and Veguata, the older part of the town, with its fine squares and promenades. Both the Cathedral and the Museo Canario are well worth a visit. The museum contains a vast collection of aboriginal remains, including skulls, mummies, and a good deal of pottery.

The town is provided with every possible kind of amusement, from cabarets, dancing, tennis and golf, to boxing, football, cock-fighting, and regattas. There is excellent bathing all the year round, and sea fishing provides good sport. There is an imposing Casino in the centre of the town.

Hotels :—Metropole, half-way between the port and city, with gardens, tennis courts, and bathing beach ; from 15/6 per day. Hotel Madrid, adjoining the casino, from 8/- a day ; Regina, facing the Alameda de Colon ; Monopol, Europa, New Continental. At Puerto de la Luz : Towers Hotel. There are several boarding houses.

Excursions :—There are several good motor roads. The following routes are recommended : Las Palmas, Marzagan, Jinama, Atalaya, Santa Brigada, San Mateo, and back, 50 km. Las Palmas, Tafira, Monte, Santa Brigada, Madronal, San Mateo, Las Lagunetas, Cruz de Tejeda, and back, 90 km. Las Palmas, Tamaraceite, Teror, Valleseco, Palmal, Arucas, Tenoya, and back, 55 km.

Shipping :—Las Palmas is a port of call for vessels of the Royal Mail Lines, Ltd. Fortnightly service.

TENERIFFE.

Teneriffe, the largest of the Canary Islands, lies slightly west of the centre of the Archipelago, between the islands of Gomera and Grand Canary. It is about 60 miles long, with an extreme breadth of 30 miles. A chain of mountains runs from east to west, culminating in the celebrated peak, the Pico de Teyde It has a double top, one 12,200 ft., above the sea, and the other 9,880 ft.

The sea-port and capital is **Santa Cruz** de Teneriffe, or De Santiago as it is sometimes called. The population is about 82,000, and the town is the residence of the Governor-General of the Canaries. It occupies a small plain bounded by rugged volcanic rocks, so that scarcely any vegetation, except cactuses, may be seen in its neighbourhood. The houses are generally low, with flat roofs, and there are many good public buildings. An aqueduct, 5 miles long, brings pure water from the mountains of the interior. A good road connects Santa Cruz with Oratava, 25 miles away, and passing through the former capital, La Laguna. The scenery along this route is exceptionally fine.

Hotels :—Olsen's Alexandria ; Spragg's English Hotel ; Victoria ; Orotava ; Pino de Oro, above the town.

ST. VINCENT.

The Cape Verde Islands lie 350 miles west of Cape Verde, on the African coast. Of all islands in the Atlantic they least deserve the name of "green." They are volcanic. Porto Grande, in St. Vincent, is an important coaling station and a centre for the cable companies. The islands are administered for the Portuguese Government by a resident governor. Population, 47,961.

Most of the cable staffs are English, and delight to have a (coconut matting) cricket match with the passengers of visiting vessels. There is an eighteen-hole golf course along the shore, easily reached by passengers, and golfers are welcome.

Landing :—By tender. Hotels :—Central ; London.

THE AZORES.

Nine in number, volcanic in origin, and wide of the regular steamer-track to the Caribbean and to South America, the islands are visited by touring vessels. The equable climate favours the growing of early vegetables, oranges, and (under glass) pineapples for market ; as well as tobacco, coffee, and tea. The islands, which are over 800 miles west of Lisbon, are administratively a part of Portugal, and support a population of about 245,000.

St. Michael's (São Miguel), the largest, measures 41 miles by 9, and holds about half the population of the group. It is nearly 100 miles from Terceira, the second largest, and is still farther from Pico (with a summit of 7,460 ft.) and Fayal.

Ponta Delgada, the capital of St. Michael's, was for a time the depôt of the American Atlantic Fleet. A good harbour has been created by an artificial breakwater. During the excursions there are distant views of impressive scenery, peeps into the craters of volcanoes, close views of rich flowers and foliage, and of lakes high above the level of the sea.

Hotels :—Brown's ; Grand ; Carvalho.

Brown's "Madeira, Canary Islands, and Azores" (Simpkins, 7s. 6d.) gives detailed information.

ISLANDS AND ROCKS.

St. Paul's Rocks, in lat. 00.55 N., long. 29.23 W., lie near the route of steamers between Europe and Brazil. They are a group of guano-covered volcanic rocks about a quarter of a mile in extent, rising in height to about 67ft.

Fernando Noronha, an island in lat. 3.50 S., long. 32.25 W., may be sighted on the voyage from Europe. It belongs to Brazil, and is used as a penal settlement for the State of Pernambuco. It is inhabited by some 700-800 convicts, with the necessary military force. It has a cable and wireless station, and a total population of about 2,000. The island has served as a landing-point for aeroplane flights from Europe to South America.

BERMUDAS.

This group of coral islands, less than 700 miles from New York, lies upon a route followed monthly by steamers of the P.S.N. Co., between Liverpool and Valparaiso. The group consists of 360

islands and islets, about a score of which are inhabited. They form an area of slightly over 19 square miles, and have a civil population of some 32,400. Their equable climate, 60-80 deg. F., according to season constitutes a great attraction, and their natural beauties, restful atmosphere, residential comforts, and opportunities of sport have contributed to make the Bermudas the holiday resort of an increasing number. There are two holiday seasons, the Winter season, from middle of December to middle of May; and the Summer season, from middle of July to the end of October. Its House of Assembly ranks next in point of age to the House of Commons.

Hamilton, the capital, is approached by a narrow channel threading a series of protecting reefs. The water is brilliantly clear, the verdure of the shore is vivid, and although there are no high hills the contour is pleasantly varied. The town is laid out geometrically upon rising ground. The public square near the wharf contains the principal public buildings. A small cathedral in the Gothic style; Cedar Avenue; Mount Langton (the residence of the Governor), and Victoria Park are within easy distance of the water front. There is a fine aquarium.

The roads are good, and although motor-cars are prohibited, horsed conveyances and cycles can be hired. Ferry steamers ply to Ireland Island (with its great floating dock) to Paget, Riddell's Bay, but the Island of St. David's is now connected with the mainland by a bridge. Motor-boats, canoes and sailing craft can be hired cheaply. The Bermuda Railway has brought many outlying points of interest within easy reach at cheap excursion rates. A special train meets each P.S.N. Company boat on arrival to carry visitors to the Aquarium and the Caves.

Hotels :—	Address.	Minimum per day (American Plan).
Castle Harbour	Castle Harbour	—
Hamilton	Hamilton	$7.00
Princess	Hamilton	$10.00
Bermudiana	Hamilton	$10.00
New Windsor	Hamilton	$6.00
Inverurie	Paget	$7.00
Belmont	Warwick	$9.00
St. George	St. George's	$7.00
Elbow Beach	Paget	$7.00

BAHAMAS.

This archipelago of islands, islets, and rocks, extends from a point 40 miles off the coast of Florida south-eastward 700 miles to the north of Cuba and Haiti. The land surface is approximately half the area of Wales. Twenty-five of the islands are inhabited, including New Providence, Grand Bahama, Abaco, Andros, Eleuthera, Exuma, Harbour Island, Inagua, Mayaguana, San Salvador or Watling's, Cat Island, Long Island, Crooked Island, Acklins, Rum Cay, Long Cay, Ragged Island, and the Biminis. Andros (100 by 40 miles) is the largest, and New Providence, on which stands the capital, the most populous. Watling's Island was the first land touched by Columbus upon his voyage of discovery (October 12, 1492).

The formation is of wind-blown coral sand, and the land nowhere attains a height of over 400 ft. The climate is healthy, and from December-May delightful. The Gulf Stream maintains a temperature above 50° F. minimum. The winds are seldom of gale force, and the rains occur chiefly from mid-May to mid-November. The rock is porous, and the dews sustain vegetation. Population, 59,828.

Tomatoes are grown in increasing quantity, and, together with sponge, yellow pine, turtle shell, and sisal hemp are among the chief articles of export. Cascarilla bark, lignum vitæ, and other woods and conch shells are exported.

Foreign Trade, 1932—Exports, £263,886; Imports, £940,351.

Nassau (20,000 population), upon New Providence Island, is the capital. Brilliant in sea and sky, with white roads and houses, magnificent trees and voluptuous flowers, the city is of a striking beauty. Ships of suitable draught enter a large turning-basin and lie alongside the new Government wharf through a channel with a minimum depth of 25 ft.

Bay Street, parallel with the harbour, has good shops. Fort Fincastle stands on a height behind the town. Government House, standing in 20 acres of beautiful grounds, is prominent on Mount Fitzwilliam. Visitors pass in glass-bottomed boats over a wonderful submarine garden, and visit the historic forts. The sponge market is a unique sight. The sea bathing and fishing are of the best, and there are golf, tennis, sailing, and other clubs. The regular service of ferry steamers from Miami (Florida) is augmented during the winter season.

Hotels :—	Address.
New Colonial	Bay and Marlborough St.
Royal Victoria	Parliament and Shirley St.
Fort Montagu	East Bay St.
Lucerne	Frederick St.
Columbus	Frederick St.

Air Services :—See under Air Section.

JAMAICA.

Vessels of the Elders and Fyffes, Ltd. (from Avonmouth), and of the Jamaica Direct Fruit Line, Ltd. (from London), call at Jamaica, the largest island in the British West Indies. It lies 4,000 miles from England, 540 from the Panama Canal, 90 miles south of Cuba, and 454 miles north of Cartagena (Colombia). Its area is about two-thirds that of Yorkshire; it is 144 miles long; the population is 1,022,152.

Jamaica is known as the Isle of Springs, because of the numerous waterfalls and streams which abound in the Island. The vegetation is luxuriant and the scenery magnificent and impressive. It is possible to explore the whole of the Island, through the miles of sugar cane, the coconut groves and the fascinating mountains by car along the many good roads, which are, for the most part, shady and well graded.

The tropical heat at sea-level is tempered by consistent day and night breezes. In the mountainous interior the temperature is as low as 45° F. on winter nights and 75° F. on summer days. May

and October are the rainy months. The Blue Mountains rise to 7,423 ft. The " Peak " is quite easily reached by mule back.

Kingston, the largest town in the British West Indies, has, together with its suburbs, a population of 120,000. The harbour is one of the most beautiful in the world, and deep water enables ocean liners to berth alongside the many wharves. There is excellent fishing, golf, and tennis. The Bournemouth Club has an exceptionally large open-air bath. The Club, with dancing, concerts, bridge rooms and accommodation for sun bathing, is open night and day for visitors the year round.

The city is laid out in rectangles. The chief thoroughfare from the water front is King Street, leading to Victoria Park and beyond. It contains many of the principal buildings. Round tours of the city and suburbs can be made by electric tramway.

Port Royal, rich in historic memories, can be reached by War Department launch, and Nelson's quarters can be inspected. Trains run to Spanish Town, the former capital, or to Port Antonio, one of the chief seats of the fruit industry ; also to Montego Bay and other towns. The railway system serves a large part of the island, and all parts are accessible by excellent motor roads. Prolonged excursions into the mountains can be arranged.

Air Services :—See Air Section.

Hotels :—	Address.	Beds.	Per day.
Myrtle Bank	Kingston	205	28/- up.
South Camp Road	„	60	20/- „
Grenville	„	40	16/- „
Manor House	„	60	20/- „
Y.M.C.A.	„	20	8/- „
Constant Spring Hotel	Constant Spring	158	30/- „
Maudeville	Mandeville	100	16/- „
Newleigh Hotel	„	37	14/- „
Manchester Hotel	„	32	—
Hotel Osborne	St. Ann's Bay	20	20/- „
Shaw Park	Ocho Rios	29	21/- „
Moneague	Moneague	65	16/- „
Casa Blanca Hotel	Montego Bay	70	20/- „
Ethelhart Hôtel	„	30	20/- „
Beach View	„	50	20/- „
Milk River Thermal Mineral Bath	Milk River	28	14/- „
Bath of St. Thomas the Apostle (Thermal Mineral Spring)	Bath	9	14/6 „
Malvern House	Malvern	20	14/- „

Particulars can be had from the Tourist Trade Development Board, Kingston, of other small hotels, boarding houses, etc. [For announcements of local hotels and business houses see also the later section, " LOCAL CLASSIFIED ADVERTISEMENTS."]

The commercial importance of the colony can be read in the following statistics :—

Exports, 1932	£3,137,111
Imports „	£4,754,152

Chief exports, 1932 :—

Bananas	20,360,613 stems	Coconuts	39,238,811 nuts
Sugar	38,488 tons	Copra	6,457,500 lb.
Coffee	8,877,455 lb.	Oranges	13,795.650
Rum	181,469 gallons	Grape fruit	13,789 370
Pimento	8,277,808 lb.	Cocoa	4,900,788 lb.

Ginger and cigars are the remaining chief products.

The Jamaica Chamber of Commerce and Merchants Exchange :—Bank of Nova Scotia Buildings, Kingston.

SANTO DOMINGO AND HAITI.

The island shared by the independent republics of Haiti and Santo Domingo has a total area of 29,522 square miles. It is the next in size to Cuba in the islands of the Greater Antilles. Haiti means " mountainous " in the aboriginal tongue and describes the general character of the island, although extensive plains stretch between the forest-clad mountains. The island is well-watered, fertile, healthy, and has a tropical climate tempered by sea breezes.

The Dominican Republic, in the eastern part of the island (19,322 square miles), was formed in 1844. Its present population is nearly 1 000,000. Sugar cocoa, coffee and tobacco are the chief products. Fine woods, honey, logwood, turtle shell and hides are typical articles of export. There are about 845 miles of motor highways.

Production, 1931 32 :—Sugar, 427,621 tons; Cacao, 19,000 metric tons; fresh limes, 48,000 barrels. 1932 33 :—Sugar, 420,000 long tons; Cacao, 18,000 metric tons.

Trade, 1932 : Imports, $7,794,000. Exports, $11,164,000.

Consul-General (London) :—Sr. Guaroa Henriquez, 77, Eaton Place, S.W.1. There are Consular representatives at Nottingham, Birmingham, Cardiff, Glasgow, Grimsby, Liverpool, Manchester and Southampton.

Santo Domingo, capital of the Dominican Republic, with a population of 45,000, is also the chief port. It has a weekly passenger steamer service with New York, communication with Cuba, Jamaica, and Porto Rico, and an air service to Porto Rico, Cuba and Miami (U.S.A.). The cathedral (1514-40) contains an ornate tomb said to cover the remains of Christopher Columbus. A statue of the explorer stands in front of the cathedral. An old Spanish fort, the drive along the Malecon, and the Plaza de la Independencia are worth visiting. A hurricane in 1930 caused great damage.

Santiago, San Pedro de Macoris, and Puerto Plata are the three most considerable Dominican provincial towns.

Air Services :—See under Air Section.

Hotels :—	Address.	Per day.
Frances	Calle Mercedes	$3.00 to $4.00
Fausto	Parque Colón	$4.00 to $5.00
Palace	Calle San Francisco	$3.00 to $4.00

The Republic of Haiti, forming the western third of the island, has an area of 10,200 square miles and a population estimated at 3 millions. French is the official language, but the common speech is a Creole patois. A virtual protectorate over the island was formed by the United States Government in 1916. There are prospects of a large increase in Haitian agriculture. Coffee and cotton grow semi-wild, sugar is grown and refined, logwood is extracted, cocoa and lignum vitæ are exported, and tobacco growing has been successful. There are over 900 miles of motor roads, on some of which motor-buses run regularly.

Exports of coffee in 1932 amounted to 23,205,000 kilos, valued at $5,267,000, and were abnormally low. Estimates for the 1932 33 crop were 50 per cent. higher, and for 1933 34, a normal yield of 30,000,000 kilos. Cotton exports in 1931 32 were 6,308,000 kilos, the highest on record. Shipments of raw sugar were 20,106 metric tons, the highest on record. Sisal, bananas, and canned pineapples are also exported in small quantities.

Port au Prince, capital and chief port of Haiti, population 100,000, has an excellent natural harbour with 30 ft. of water alongside. The paving and drainage have been modernized, and the city has been otherwise improved in recent years. An asphalt road has been completed to Petionville (*Terrasse Garden Hotel*), 6 miles from Port-au-Prince and 1,500 feet above sea-level. A good motor road, 10 miles long, runs from Petionville to Kenscoff (*Hotel Dereix*), 4,500 feet above sea-level, and where climatic conditions are excellent all the year round.

Passenger steamships depart three times a month for New York and Panamá, and there are regular departures for European ports.

Hotels :—Splendid, American, Excelsior, Bellevue, Barns.
Air Services :—See under Air Section.

Cap Haitien, 170 miles from the capital, is the second city, and **Aux Cayes,** on the south coast, is a port of rising importance.

CURACAO.

Curaçao is the largest and most important of the six islands of the Dutch West Indian Colonies in the Caribbean Sea. It is one of the Dutch Leeward islands : Curaçao, Aruba, and Bonaire. It has a length of 40 miles and an area of about 210 square miles, and lies 40 miles off the Venezuelan coast. The population is about 43,000, consisting of forty different nationalities. Coral reefs surround the island, which is found more interesting ashore than might be supposed. It is hilly ; the vegetation is scanty and the rainfall very deficient. Water used to be sold in tins, but lately water has been laid on. The official language is Dutch. A patois, called *papiamentoe* is the general language of the people. The educated class also uses it in their own homes. Spanish and English are both widely spoken by the educated classes. The colony is administered on the same lines as Suriname (Dutch Guiana).

Phosphatic rock is mined, and aromatic oranges are grown for the preparation of the famous Curaçao liqueur.

Willemstad, the capital, with a harbour deep enough for the largest ocean-going steamers, has a population of about 20,000. It recalls Holland in its architecture. Ocean-going vessels employ the Willemstad harbour for the transhipment of passengers and cargo and Carácas bay harbour for bunkering fuel-oil. The growth and prosperity of Curaçao date from 1916, when oil refineries were built by the Royal Shell to deal with the crude oil from Venezuela. A separate town for the employees of this company has sprung up and has been given the name of Emmastad, in honour of the Queen-Mother of the Netherlands.

Regular steamer services are maintained with all parts of the world ; the harbour has become so important that it ranks next to Rotterdam.

There is a cable office (an American concern) and a wireless station. Pilotage and wharfage dues are the only port charges. Willemstad is now a great tourist centre, especially for Americans.

Points of Interest :—Carácas Bay, noted for its scenery, with old fortresses and quarantine buildings ; Hato Grotto, where an aerodrome is being built ; Vista Alegre bathing beach at Jan Tiel ; the Huisvlijt Curiosity Shop (Self-Help Depot). Motor-cars can be hired at reasonable charges.

Hotels :—Otrabanda (American, $3–5 per day ; Willemstad (Washington), $3–5 per day ; lunch, $1.00.

Because of the development of the Venezuelan oilfields the island, Aruba (*Palace Hotel*) is rapidly increasing in importance. Two large refineries have been established there, one Dutch and one American. There are regular steamer services between Aruba and Maracaîbo (Venezuela).

BARBADOS.

Barbados, the most easterly island of the West Indian group, is served by fortnightly steamers from Europe. Its area, 166 square miles, makes it a little larger than the Isle of Wight. The population is 168,000. The island is the healthiest of its group, with an equable temperature of 76-82° F., and a freedom from chills and heat waves. Sugar is the main crop, and Sea Island cotton is cultivated. **Exports,** 1932 : Cotton, 21,561 lb. ; Molasses, 8,451,078 gallons ; Rum, 48,147 gallons ; Sugar, 74,709 tons. There was a record yield of 118,000 tons of sugar in 1933.

The trade of Barbados in 1932 was valued at £1,656,876 imports and £1,379,006 exports, as compared with £1,491,644 and £1,064,051 respectively in 1931.

Bridgetown, the capital, stands upon an open roadstead, and steamer passengers go ashore by launch or boat (charge by shore boats 1s. per head, luggage 6d. per package). The main thoroughfare contains some good buildings ; it extends from Beckwith Place to Trafalgar Square, where are the chief public buildings, the cathedral, and a statue to Nelson. Visits should be paid to Queen's Park, Government House, and the house occupied by George Washington. The market in Cheapside is most interesting on Saturday nights. Buses run at quarter-hour intervals from Trafalgar Square to the various out-districts.

The surroundings are more pleasing than the city. Motor-cars can be taken for Hackleton's cliff (997 ft.), where there is a view of the northern hills ; or to St. John's Church (824 ft.), for a view of the Windward coast and other points. Codrington College (affiliated to the University of Durham), has long been a place of interest.

Visitors can see the manufacture of sugar at the larger factories, such as Searles, Foursquare, Bulkeley, Kingsland or Carrington. The noted Barbadian rum is made at Mount Gay, parish of Saint Lucy. Cotton is grown on nearly all the large estates, and is ginned and baled for export at the factory, about half a mile from the baggage warehouse.

Cable Offices :—Pacific, Western Union, W.I. and Panamá ; all in Broad Street.

Curio Shops :—Belgraves, High Street.

Aquatic Club :—Visitors are admitted at a nominal subscription to the Barbados Aquatic Club, situated on the Harbour, and may take part in tennis, swimming, yachting, dancing, and games.

Golf :—The Rockery Golf and Country Club have an excellent 9-hole course and a splendid Club House, to which visitors are cordially invited free of charge. Green fees, 5/- a day or part of a day ; caddies, 6d. a round of 9 holes. Special subscription rates per month, three months, or season.

Hotels :—	Address.	Per day. Winter : Nov. 1—April 30.	Per day. Summer.
Marine	Hastings	$4.00 and up.	$2.50 and up.
Windsor	Hastings	$3.50 and up.	$2.50 and up.
Balmoral	Hastings	$3.00.	$2.50.
Hastings	Hastings	$2.50 and up.	$2.50 and up.
Crane	St. Philip	$3 and up.	$2.00 and up.
Beachmount	Bathsheba ..	$3.00.	$2.00 and up.
Atlantis	Bathsheba ..	$3.00.	$2.00 and up.
Ocean View	Hastings	$3.00 and up.	$2.50 and up.

PUERTO RICO.

The island, now officially called Puerto Rico, was taken by the United States after the war with Spain in 1898. It is one of the Greater Antilles group. British, Dutch, German, Spanish, and French steamers maintain services from Europe ; there is direct communication with New York and Baltimore, and freight services to ports in the Gulf of Mexico, and the Pacific Coast of the United States. San Juan is 1,400 miles from New York, and 980 miles from Key West. The total area of the island is 3,435 square miles, and the population (1,543,000) is composed, as to two-thirds, of the white races. The island is rectangular, 100 miles long by 30 miles wide. Tropical fruits, sugar, coffee, tobacco, and honey are the principal natural products. Lace and embroidery are worked by hand on a considerable scale. There is a mother of pearl button factory, cigar, cigarette, and clothing factories.

The interior is mountainous. Over a dozen peaks exceed 3,500 ft., and the most prominent, " El Yunque," is 3,700 ft. above sea-level. Streams are abundant and the mountain slopes and plains are beautiful and fertile. The climate is temperate for the tropics. The best time for a visit is during the winter months. The cool season lasts from about November 15 to April 15.

Production, 1932 33 (estimated) :—Sugar, 744,918 long tons ; coffee, 115,000 quintals ; tobacco, 35,000 quintals ; pineapple, grape-fruit and orange crops were comparatively small.

San Juan, the capital and most important commercial centre, has 115,000 inhabitants. The approach by sea gives a good view of the high battlements of El Morro and San Cristobal castles, formerly the most formidable Spanish strongholds in the New World. The sea wall is interesting. At some points it rises 300 ft. above sea-level. La Fortaleza, the Governor's palace, is a fine building dating from 1529 ; Casa Blanca, the picturesque military head-quarters, was built in 1525 by Ponce de Leon's son-in-law. Ponce de Leon, the first Governor of Porto Rico, is buried in the cathedral. There are interesting public buildings and churches, and a white marble Capitol in course of construction. A severe hurricane caused much damage in 1932.

The residential suburb, Santurce, near the city, is connected with it by buses and electric trams, and also with the adjoining town of Rio Piedras, seat of the University of Porto Rico.

Any of the seventy-seven municipalities of the island can be reached from San Juan by motor, over fine scenic roads, some of which cross the island at 2,300 to 2,800 ft. There are over 1,100 miles of asphalted motor roads.

Hotels :—Condado, Palace, Central.

Air Services :—See under Air Section.

Ponce, the second port and city, is on the southern coast, 80 miles by motor road from San Juan. The railway, traversing four-fifths of the coast, passes through Ponce. Diamond cutting and polishing are carried on.

Hotels :—Meliá, Inglaterra, Belgica.

Visits can be paid to the large sugar factories, irrigation works, tobacco plantations, and the mineral springs at Coamo, where there is an old-fashioned, comfortable hotel. The motor drives lead through surroundings of great beauty.

TRINIDAD.

The island lies upon the route between New York, Brazil, and the River Plate. Some 10 degrees north of the Equator, it is separated from Venezuela by the Gulf of Paria and the narrow channels of the Bocas. Trinidad doubtless formed in distant times a part of the South American Continent. The island, which is the most southerly of the West Indies, is about the same area as Lancashire—1,862 square miles. It was discovered in 1498 by Columbus. It has been colonized continuously since 1577, and been under British rule since 1797. According to the Census taken on April 26th, 1931, the population was 412,783, of which Trinidad contained 387,425 and the Island of Tobago (since 1899 a Ward of the United Colony of Trinidad and Tobago) 25,358. Approximately one-third of the total number are of Indian descent and the rest largely African.

Trinidad is hilly and the soil is remarkably rich. Its climate is tropical and divided into two seasons, a dry season extending from January to May and a rainy season from June to December. The coolest period of the year is from December to April, during which time Trinidad is a favourite resort for tourists. The principal products of the Colony are divided into two classes, viz.: Agricultural and Mineral. The former consists of Cocoa, Sugar, Coconuts, Coffee and Citrus Fruit, and the latter of Petroleum and Asphalt.

Total Exports of some of the principal products during 1932 were as follows: Sugar, 85,956 tons against 86,054 tons in 1931; cocoa, 41,822,127 against 57,186,512 lb.; copra, 15,418,906 lb., against 19,484,808 lb.; coconuts, 3,847,245 nuts against 4,487,875 nuts; mineral oils, 337,311,591 gallons against 313,750,609 gallons; and asphalt 52,679 tons, as compared with 93,168 tons in 1931. Natural asphalt is worked from a Pitch Lake at La Brea, 60 miles by road from Port of Spain.

	Exports.	Imports.
1930	£5,841,246	£5,344,533
1931	£4,643,859	£3,917,439
1932	£4,577,211	£3,695,137

Trinidad is an excellent place from which to make connections for other points. Regular sailings are maintained from Port of Spain to Europe, U.S.A., Canada, Central and South America (including Venezuela, Colombia, Peru and Chile), and to nearly all the other islands in the West Indies.

Port of Spain (population 71,492) with a sheltered harbour, is the capital. Passengers go ashore by launch from ocean ships. The streets are well planned ; the railway station and tramway terminus adjoin the quay. Woodford Square, with the Government Building, or Red House, and the Anglican Cathedral, are near at hand. The Queen's Park, Savannah, is a pleasure ground in the residential quarter, easily accessible by tram-car. The famous Botanic Gardens, together with Government House, lie on the northern side of the Savannah. From an eminence of 300 ft. behind the gardens there is a striking view of the harbour.

Air Services :—See under Air Section.

Excursions : Are organized ashore when the number of passengers warrant. The favourite is the drive over the "Saddle." Other places of interest are the Imperial College of Tropical Agriculture, Macqueripe Bay, and Gasparee Island, with famous stalatitic caves.

Hotels :—	Address.	Per day (inclusive).
Queen's Park.. ..	Savannah	From £1 0 0
Hotel de Paris ..	Abercromby Street ..	$3.50 (Local Currency)
The Hall	Chancery Lane.. ..	$3.00 (Local Currency)

The Trinidad dollar is fixed at 4s. 2d.

H.M Trade Commissioner :—A. E. Pollard.

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THE ANDES

When visiting the Argentine, include in your tour the scenery of the Andes Mountains—the highest in the world outside Asia—and the fruit orchards and vineyards of Mendoza.

THE INTERNATIONAL TRAINS

(equipped with Sleeping, Dining and Pullman Coaches), leave :—

BUENOS AIRES	**11.00**	**a.m.**	**Tuesday**
VALPARAISO	**8.00**	,,	**Thursday**
SANTIAGO	**8.00**	,,	,,

As Chilean time in the Winter is one hour behind Argentine time, passengers should ascertain hour of departure from Valparaiso and Santiago, between April 1 and August 31.

Return tickets are issued between BUENOS AIRES—Valparaiso and Santiago and vice versa—valid for three months; and for travellers going to Europe, valid for one year.

Passengers may break their journey at Mendoza, Cacheuta and Puente del Inca, where there are first-class Hotels.

Cacheuta and Puente del Inca have excellent Thermal Bath Establishments.

Full information at Calle Florida No. 783, *Buenos Aires.*

THE BUENOS AIRES & PACIFIC RAILWAY COMPANY, LIMITED,

Dashwood House, 69 Old Broad Street, London, E.C.2

ARGENTINA

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ARGENTINA.

Buenos Aires, 6,121 nautical miles from Southampton and 123 miles' steaming for ocean steamers from Montevideo, stands at the head of a great ocean route and is served by vessels of all nationalities, trading to and from all countries. It is the capital of Argentina, the largest city in the southern hemisphere, and ranks sixth in magnitude among the cities of the world.

The name Buenos Aires conveys a well-founded allusion to its healthy situation. The city has been virtually rebuilt since the opening of the century. Its many parks and plazas, and its streets laid out upon the rectangular plan, are magnificent. The city has risen with the development of Argentina. Its site was selected in 1536, but its modern phase may be dated from the opening of the first passenger mole in 1855, and of the first railway in 1857. Since 1880 the population of the city has increased from 300,000 to 2,214,702.

The city is in an eminent degree the heart of the republic. The railways to the interior converge upon Buenos Aires, and its situation upon the estuary gives it a natural dominance of the traffic on the Rivers Paraná and Uruguay.

Landing :—Alongside Custom House wharf in Darsena Norte (North Basin

Local Steamships :—The following services, among others, are undertaken by the Argentine Navigation Company (Nicolas Mihanovich), Ltd. :—

To Montevideo nightly. Parana River to Rosario, Saturday, Tuesday and Thursday ; to Santa Fé, Tuesday and Thursday ; Parana/Paraguay Rivers to Corrientes, Tuesday, Thursday and Saturday, and Asunción, Tuesday and Saturday ; (sailings on Tuesday and Saturday, transhipping at Corrientes for Iguazu Falls and with the Saturday combination for Corumbá with transhipment at Asunción) ; Uruguay River to Concordia and Salto, Tuesday, Thursday and Saturday ; Colonia, Monday and Friday ; Gualeguaychú, Saturday, Tuesday, and Thursday ; Carmelo, Monday and Friday. To Falklands and Magallanes and Valparaiso, occasional P.S.N.C. cargo liners carrying a few passengers from Bahia Blanca.

Magallanes (Punta Arenas) and the intermediate Patagonian ports are served by monthly steamers of the Delfino and La Patagonia lines.

Air Services :—See under Air Section.

Taxi Fares :—Official rates 50 cents 1,200 metres, and 10 cents per 200 metres thereafter by day ; the same sums for 800 and 200 metres respectively by night. Minimum fare, 3 cents. Otherwise than by distance the charge is $8 per hour.

Railways :—TERMINALS—
Retiro : Three Stations :—Central Argentine ; Pacific ; Central Córdoba Railways.
Chacarita : N.E. Argentine, Entre Rios & Central Buenos Aires Railways.
Once : B. A. Western Railway.
Plaza Constitución ; Southern Railway.
Puente Alsina : Midland, Western & Southern Railways.
Vélez Sarsfield : F. F. C. C. de la Province de B. A.

A direct train service has been arranged to connect Buenos Aires with La Paz, Bolivia, in 77 hours.

Underground Railways :—There are two of these, which link the western part of the City to the Centre. The "Anglo-Argentine" runs under Rivadavia Street and the "Lacroze" under Corrientes, more or less parallel. Fare $0.10.

The Markets :—The cattle auctions are among the sights of the city and are to be seen at Bullrich & Company, Avenida Leandro Alem. 1950 ; Mataderos, Municipal slaughtering and market place ; Mercado Tablada ; sheep. Mercado Liniers.

The wholesale fish market is the Mercado Bullrich, Avenida Leandro Alem.

The largest vegetable market is the Mercado-de-Abasto, Calle Corrientes 3247

'O.K.' sauce

FOR CHOPS, STEAK, VEAL CUTLETS, COLD MEAT & FISH

Obtainable on all vessels of

ROYAL MAIL LINES, LTD.

MACLEAN & STAPLEDON, S.A.

CALLE CERRITO 317-9.

MONTEVIDEO.

WILLIAM A. MACLEAN & CO.,

SARMIENTO 443—7th Floor.

BUENOS AIRES.

Steamship Agents and Shipbrokers, Export, Import & General Commission Merchants.

Telegraphic Address: "MACSTAPLE."

PUBLIC BUILDINGS.

GOVERNMENT HOUSE, on the east of the Plaza Mayo and called because of its pink colour "La Casa Rosada," is the official residence of the President and headquarters of several Government departments. It is notable for its statuary, the rich furnishings of its halls, and for its libraries.

The CATHEDRAL on the north of the Plaza de Mayo is flanked by the residence of the Archbishop. On this site was built the first church in Buenos Aires, a building which was under repair in 1618. After reconstruction in 1677 the edifice collapsed in 1753 and the rebuilding was not completed until 1804. One of the two towers and domes was subsequently removed, so that the architectural proportions have suffered. A frieze upon the Greek façade represents Joseph and his brethren. The tomb of General San Martin is imposing. There are large and elegant marble carvings and in the central nave mural paintings of interest.

The CABILDO on the west side of the same Plaza, formerly a seat of government used by the councillors of the Viceroy, was erected in 1711. It now serves as government offices.

The OLD CONGRESS HALL on the south of the Square, built 1863, contains the official archives.

The CONGRESS HALL (Palacio del Congreso) at the west end of Avenida de Mayo, of great size and in Greco-Roman architecture, is the seat of the legislature. It contains the Senate and the Chamber of Deputies. Limited accommodation for the public is available for the sittings of either. The normal Parliamentary session, May 1 to September 30, is often prolonged.

The main entrance to the LAW COURTS faces Calle Talcahuano. There are four large central buildings, some 130 ft. in height, built in Neo-Greek style.

The MINT (Casa de Moneda) in Calle Defensa was opened in 1881.

The CAJA DE CONVERSION in Calle San Martin is the seat of the gold reserve and of the Board which controls and issues the paper currency.

In the Strangers' Hall in the POST AND TELEGRAPH BUILDING foreign newspapers are displayed, together with information of interest to tourists. There are also facilities for letter writing.

The BOLSA DE COMERCIO, a handsome building in Calle 25 de Mayo, is the meeting place of Buenos Aires brokers. It is at once a stock exchange, a grain market, a foreign exchange, and a general produce market. There are 5,000 members. A new Stock Exchange was opened in 1929.

The NATIONAL GALLERY (Museo de Bellas Artes) in the Avenida Alvear, formed part of the Paris Exhibition, 1889, and was re-erected on the present site. In addition to modern European works there are oils attributed rightly or wrongly to Old Masters; paintings representing the Conquest of Mexico executed three or four hundred years ago, and wooden carvings from the Argentine Chaco.

The HISTORICAL MUSEUM in Parque Lezama is open to the public from noon to 4 p.m. on Thursdays and Sundays. It has six salons and a gallery. Trophies and mementoes of historical events are displayed in large numbers.

The MITRE MUSEUM and Library in Calle San Martin, 336, preserves intact the household of the General Bartolomé Mitre. The manuscripts, documents, and printed works are of great value and constitute a unique record of Argentine development. The museum is open from noon to 4 p.m. on Thursdays; the library from noon to 5 p.m. Mondays to Fridays, and 8 a.m. to noon on Saturdays.

The MUNICIPAL MUSEUM, Calle Corrientes, 939, contains coins, utensils hammered from precious metals, old watches, fans, hair combs, furniture and pictures.

The NATIONAL LIBRARY in Calle Mexico, 566, founded 1810, has occupied its present site since 1902. About 200,000 volumes and 10,000 manuscripts are catalogued. From mid-April to mid-October the library is open 11.30 a.m. to 4 p.m. and 8 p.m. to 10 p.m.; during the rest of the year from noon to 5 p.m.

The NATURAL HISTORY MUSEUM, in Calle Perú and Alsina, opens daily from 1 p.m. to 4 p.m. It houses palæontological, zoological, and mineralogical sections. The library of the institution and its entomological, botanical, archæological, and marine specimens are lodged in Calles Lima and Moreno.

The AGRICULTURAL MUSEUM, Calle Santa Fé 4299, can be visited by prearrangement at other times, but is regularly open from 12 to 4.30 p.m. Thursdays and Sundays The exhibits include timber and products not strictly of an agricultural nature.

The NAVAL MUSEUM, at the corner of Florida and Córdoba, is open 2 to 5 p.m. Thursdays and Sundays. It contains models, old and new, portraits and paintings of historical interest.

EXPRINTER

SALE OF STEAMSHIP AND RAILWAY TICKETS

Tours to Iguazu Falls, Southern Lakes, Cordoba, Brazil, Europe, North America. Asia and Africa.

Exchange—Traveller Checks—Letters of Credit.

Galeria Güemes-San Martin 154 - BUENOS AIRES

MONTEVIDEO: 25 de Mayo 419. PORTO ALEGRE: Rua dos Andradas 1017
RIO DE JANEIRO: Av. Rio Branco 57. SANTIAGO DE CHILE. Augustinas 1080
SAO PAULO: Praça Patriarcha No. 2. VALPARAISO: Prat 895
PARIS: 26 Avenue de l'Opéra

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Forty-four years' successful experience

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584 Reconquista 584 - BUENOS AIRES

On arrival at Argentina be sure you have your luggage handed to EXPRESO FURLONG in order to ensure the most efficent and reliable delivery service.

Furlong's Express Services are recognised as the best in the country.

Our uniformed men meet passengers at Montevideo or on landing at Buenos Aires.

Agents for the principal S/S Companies & Railways.

Baggage, parcels, goods, etc., Collected, Stored and Delivered to any address.

Removals. Crating.

BUENOS AIRES STREETS.

The business quarter of Buenos Aires is laid out upon a perfectly rectangular plan. The buildings are arranged in square blocks of a uniform 130 metres (or 430 ft.) One set of streets extends in parallels westward from the river front, and another set intersects them at right angles in parallels north and south. The key to the street plan is Calle Rivadavia, running right of the noble Avenida Mayo. All crossing streets change name at this point of junction, and the house-numbering of the crossing streets also starts at this point. The house-numbering of the streets running east and west begins at the river front and, consequently, No. 120 Rivadavia is upon the same parallel of latitude as No. 120 in any of the streets parallel with it. Plates showing the street names are exhibited plainly at every corner, making it easy to find one's way.

In the accompanying diagram the starting-point is the river front. The successive names shown from top to bottom exhibit the streets right and left of Calle Rivadavia. The names across the page show the streets (or calles) parallel with Rivadavia in the order in which they are encountered.

THE BUSINESS QUARTER.

West.

South			North
	Pasco		J. E. Uriburu
	Rincón		Junín
	Sarandí		Ayacucho
	Pozos		Rio Bamba
	Entre Rios		Callao
	Solis	Avenida de Mayo	Rodríguez Peña
	Cévallos		Montevideo
	Saenz Peña		Paraná
	San José		Uruguay
	Santiago del Estero		Talcahuano
	Salta		Libertad
	Lima		Cerrito
	Bernardo de Irigoyen		Carlos Pellegrini
	Tacuarí		Suipacha
	Piedras		Esmeralda
	Chacabuco		Maipú
	Perú		Florida
	Bolívar		San Martín
	Defensa		Reconquista
	Balcarce		25 de Mayo
	Paseo Colón		Av. L. N. Alem

Brasil, Garay, Cochabamba, San Juan, Humberto 1°, Carlos Calvo, Estados Unidos, Independencia, Chile, México, Belgrano, Moreno, Alsina, Victoria, **Rivadavia**, Bartolomé Mitre, Cangallo, Sarmiento, Corrientes, Lavalle, Tucumán, Viamonte, Córdoba

River Front **and** **Docks**

East

Restaurants:—Constitucion Station, F.C.S.; Harrods, Calle Florida; Retiro Station, F.C.C.A.; Restaurant Villa, 1431 Calle Corrientes; City Grill, Bolivar 160; Plaza Hotel Grill; Armenonville, Barrio Parque, Palermo; Mario, Corrientes 1443; La Sonambula, Victoria 386; Ta-Ba-Ris, Corrientes 829; Alvear Palace Hotel, Avenida Alvear 1891.

Hotels.

Name of Hotel.	Cables	Beds.	Tariff per Person per day.	Remarks.
Savoy, Callao and Cangallo.	"Savoy"	250	$10-12 with pension $5-7 without ,,	High Class.
Plaza, Florida and Charcas.	"Plazaotel"	350	$10, single, with bath $15, double, ,, $25, suite.	High Class
Cecil-Paris, Avda. Mayo 1201.	—	180	$15-20 with pension	
Grand, Florida 25.	"Granhotel"	150	$10-16 with ,, $6-10 without ,,	
Caviezel's New Avda. de Mayo 915	—	80	$10-13 with ,,	Portuguese and Brazilian.
Gran Hotel España, Avda. de Mayo 916.	—	360	$3-8 without ,,	Spanish
Londres, Victoria 386	—	200	$5-14 without ,,	
Anglo-Italiano, Tucumán 950.	—	130	$5-10 with ,,	
Deux Mondes, San Martin 391.	—	120	$7-8 with ,,	
Grand Royal Hotel	—	120	$12-20 without ,, $18-20 with ,,	
City Hotel, Bolivar 160.	"Cityhotel"	700	$8-15 without ,, $16- with ,,	High Class.
Castelar Hotel, Avda. de Mayo, 1148-52.	—	400	$7-14 without ,,	
Nogaro, Av. Julio R. Roca 556.	—	200	$10-12 without ,, $14-18 with ,,	High Class.
Phoenix	—	200	$9-13 with ,,	English family hotel.
Alvear Palace, Avenida Alvear 1891 500 rooms 450 baths			$12 m/n up, without ,,	High Class.
Continental	—	250	$10-15 without ,, $16 with ,,	High Class.

(Prices in Argentine currency, i.e.moneda nacional.)

(For a variety of announcements concerning Buenos Aires and Argentina, see the later section of this book headed "Local Classified Advertisements.")

Churches:—The San Ignacio de Loyola, Calles Alsina and Bolivar, founded earlier, has occupied its present site since 1722. It has two lofty towers. The San Francisco, Calles Alsina and Defensa, controlled by the Franciscan Order, was begun in 1731. Two paintings in the sacristy are ascribed to Michelangelo. La Merced, Calles Cangallo and Reconquista was founded 1604 and rebuilt 1732. The Santo Domingo, Calles Defensa and Belgrano, founded 1756, shows marks made by English bullets in 1806. There are preserved within four flags taken from Whitelocke's forces in 1806. The Holy Cross, Calle Estados Unidos, established by the Passionists, a modern Gothic building in granite, is a monument to Irish piety.

St John's Pro-Cathedral is Anglican, built one-half at the expense of the British Government and opened in 1831. St. Paul's, St. Peter's, and St. Saviour's are Anglican places of worship in the suburbs.

St. Andrew's, Calle Belgrano, is one of the eight Scottish Presbyterian churches.

The American church, Calle Corrientes, is Methodist Episcopal, and the first of its kind to be established upon South American soil. The present edifice was built 1863.

Theatres:—The Colón, Plaza Lavalle, the principal theatre, holds 3,750, making it one of the largest in the world. There are some thirty other theatres in the city.

Buenos Aires and suburbs have numerous picture houses and in them are shown films chiefly of United States and European origin.

Clubs :—Jockey, Florida 577 ; Del Progreso, Av. de Mayo 633 ; Circulo Militar, Florida 770 ; Centro Naval, Florida and Cordoba ; Circulo de la Prensa, Corrientes 729 ; English, 25 de Mayo 586 ; Strangers, Bartolomé Mitre 470 ; American, B. Mitre 530 ; Empire and Services Club, 25 de Mayo 577 ; French, Suipacha 574 ; Belgian, Sarmiento 763 ; Italian, Florida 374 ; Spanish, B. de Irigoyen 172 ; Uruguayan, Tucuman 842 ; Brazilian, Suipacha 577.

Games Clubs :—Tennis, football, rugby and basketball clubs are numerous, for these games are played by all nationalities. Cricket is played by the British community and baseball by the American. Hurling is also played by the Irish-Argentines. Polo is also practised and a very high standard of the game is played.

The leading Golf Clubs are the Argentine, Hurlingham, Ituzaingo, Lomas, San Andrés, San Isidro, Saenz Peña, Swifts, Olivos, Jockey, and Don Torcuato.

The Hurlingham Club is the most up-to-date and it compares favourably with any athletic club in the world. Provision is made for almost every kind of sport in its grounds. Polo is played there from May to September inclusive.

The British Society :—The British Society in the Argentine Republic (Mr. Norman Macqueen, Secretary)has its headquarters at St. George's Hall, Calle Sarmiento 1236, Buenos Aires, and branches at Bahia Blanca, Concordia, Córdoba, Paraná, Santa Fé, Mendoza, and Comodoro Rivadavia. It has a membership of some 3,000, constituted of persons of British nationality or descent, and is the chief institution of its kind. An employment bureau is maintained, and a labour bureau for those who have fallen into distress. A lounge, writing-room, and library are open to members. The subscription to the Society is the small one of $12 m.n. per annum. Legal advice and assistance with passports and official registration fall within the routine of a body which undertakes the general supervision of the interests of the British community. The education of the children of British parents is one of the matters of importance in which the Society is especially interested.

Freemasonry :—Information respecting the Masonic lodges in Argentina and neighbouring countries is obtainable from the District Grand Secretary of the Southern Division of South America. Avenida de Mayo 645. Lodges are numerous, and "Excelsior" Lodge No. 617, Buenos Aires, the Mother Lodge of the District, ranks as the oldest English lodge in South America.

Addresses :—
British Embassy, Reconquista 314.
U.S. Embassy, Arroyo 1012.
British Consulate General (Passports, etc.), Sarmiento 443.
U.S. Consulate General, Roque Saenz Peña 567.
Y.M.C.A. (Central), Paseo Colón 161.
The Overseas League, Sarmiento 1236.
Royal Society of St. George, 333 San Martin.
Argentine Association of English Culture, Charcas 566.
The British Chamber of Commerce, Calle Bartolomé Mitre 441.
Mitchell's Book Shop, 576 Cangallo.
The U.S.A. Chamber of Commerce, 229 Florida.
Canadian Trade Commissioner B. Mitre 430.
Y.W.C.A., Sarmiento 652.
Western Telegraph Co., San Martin 335.

Parks and Spaces :—

The Parque Lezama, Calles Defensa and Brasil, one of the most beautiful in the city, has old trees, shady paths, rose gardens, terraces, and a bandstand.

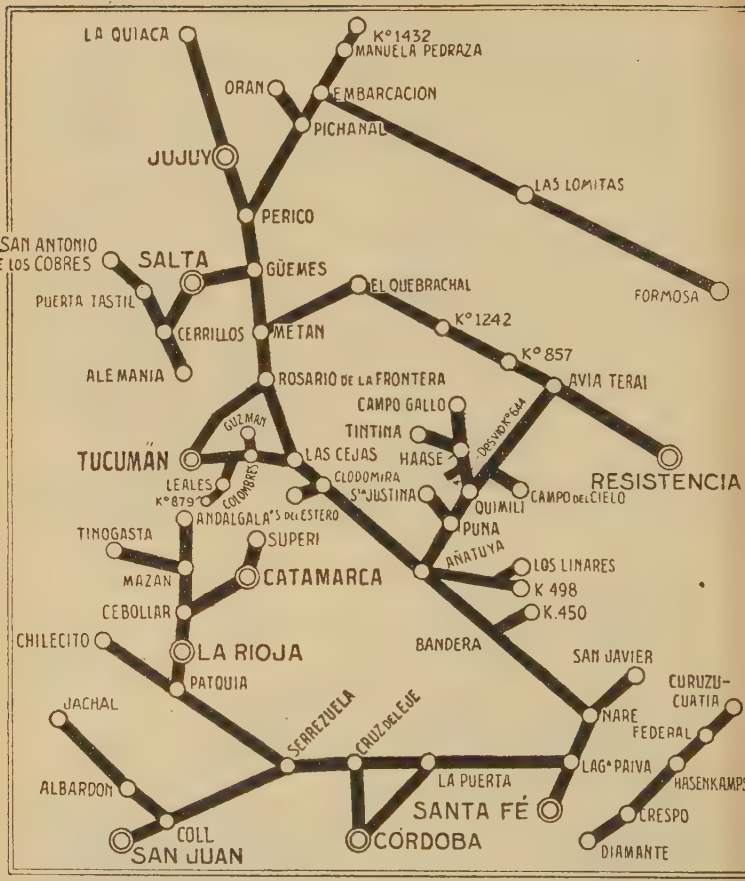
The Municipal Botanical Gardens give upon the Plaza Italia and contain characteristic specimens of the vegetation of the world. The trees proper to the several provinces of Argentina are brought together in one section.

The Palermo Parks with their magnificent avenues form the principal promenade. The Zoological Gardens facing one portion rank in beauty with the finest in the world and contain a large collection of animals and birds.

The Open-Air Baths (Balneario Municipal) on the river front from Calles Belgrano-Brasil have, in addition to other appointments, an open-air theatre, gardens and public music. The drive along the Balneario river front runs the whole length of the dock.

The Show Grounds of the Argentine Rural Society, adjoining Palermo Park, are the scene of the great May and September exhibitions of livestock, agricultural produce and implements The show ground is regarded as the finest in the world.

The Annual Livestock Exhibition, held in August in Palermo Park, is the principal agricultural show of the year, and the occasion upon which the finest Argentine specimens of cattle, horses, sheep, and pigs can most conveniently be inspected.



THE CENTRAL NORTHERN ARGENTINE STATE RAILWAY.

THE PATAGONIAN STATE RAILWAY.

The Racecourse or Hipódromo Argentino, in Palermo Park, seats 30,000 persons. There are Sunday races throughout the year, and upon all holidays other than May 25 and July 9. Betting is by totalisator only. A percentage of all winnings is taken by the Jockey Club and of the surplus beyond expenses the Government and the municipality take equal shares.

The Autodrome:—At San Martin, half an hour's train journey from Retiro Station, a motor-racing arena has been opened. The track of 3 kilometres is 16 metres wide (22 metres at the bends) and the banking reaches 8 metres high at the extremes. The stands accommodate 25,000 persons.

The Plazas of principal interest include the Plaza de Mayo, containing so many public buildings: the Plaza San Martin, with a monument to its titular hero in the centre; the Plaza Británica, with the clock tower presented by British and Anglo-Argentine residents; the Plaza Lavalle; the Plaza del Congreso, the largest in the city; the Plaza Rodriguez Peña, with its statue to the Chilean General O'Higgins; the Plaza Station, with its Garibaldi statue; the Plaza Once, outside the Western Railway terminus; the Plaza Constitución, with the Southern Railway Station. There are also the Plazas Independencia, Libertad, Francia, Moreno, Las Heras Alvear, and Colón.

Suburbs of Buenos Aires.

Avellaneda (formerly Barracas al Sud), a separate municipality of 193,431 inhabitants, is an industrial area largely concerned with the handling of hides, wool, and animal produce. It is 3 miles from Constitución Station, and is served by tram and bus from the city.

Belgrano, about 10 minutes by train and 25 by tram, is a suburb of modern houses and a favourite resort of British residents. There are cricket and tennis clubs, a golf course, an English high school, and church. The Calle Cabildo is famous.

Flores, about 10 minutes by train from Plaza Once, the terminus of the Western Railway, and 25 from Plaza Victoria by tram. The town, of 8,000 inhabitants, owes its name to the flowers of the neighbouring valley.

Hurlingham, on the Pacific Railway, about half an hour's journey (17 miles), has a fine club. The principal sports are polo, cricket, golf, and tennis. Almost all the residents are British.

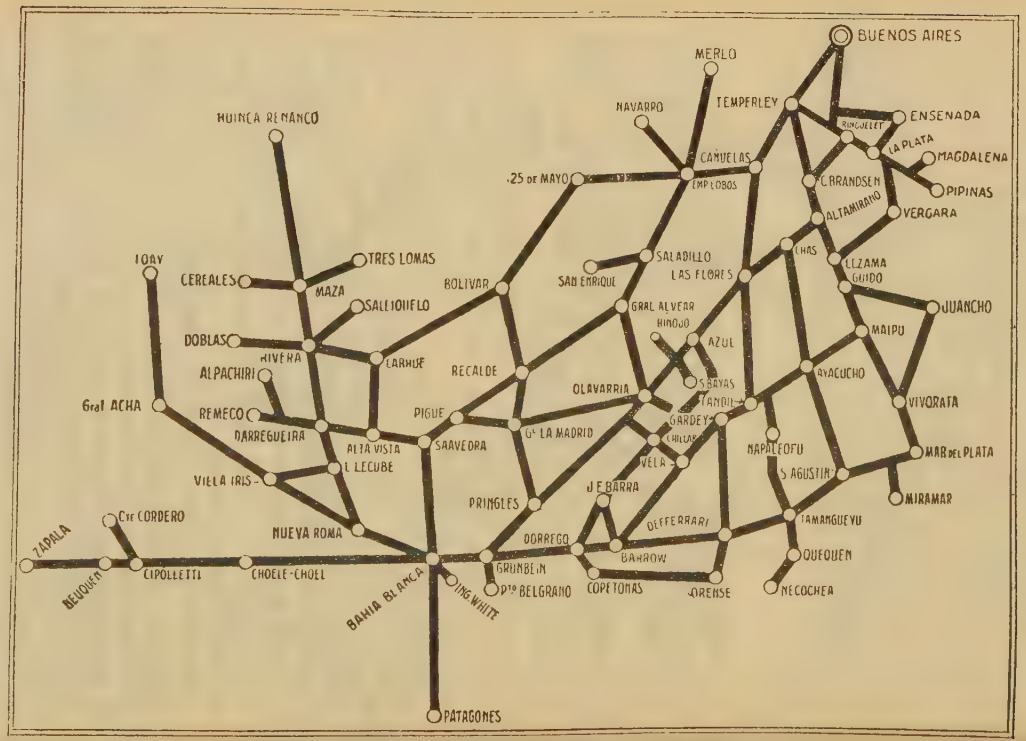
Lomas, distant 9 miles upon the Great Southern Railway, is accessible also by the Temperley tram and adjoins Banfield. Athletic Club, English school for boys and girls, and church.

Olivos, seventeen minutes' ride on the Central Argentine Railway, on the River Plate coast, is a favourite residential district offering bathing, fishing, yachting, golf, and athletic sports. It has quays for small trading vessels.

Quilmes, population 77,887, on the Great Southern Railway, has many British residents, and an English college and church. It has an excellent bathing station, and is one of the most pleasant of summer resorts. The Ranelagh golf course is near at hand.

San Isidro, on the Central Argentine Railway and the south side of Rio de la Plata, is a resort for golf, yachting, swimming, and athletics, and one of the most picturesque places on the coast.

Temperley, a junction on the Great Southern Railway, about 11 miles from Plaza Constitución, is also served by tramway. It adjoins Lomas, possesses fine country houses, and has many British residents.



THE BUENOS AIRES GREAT SOUTHERN RAILWAY.

Tigre, on the Central Argentine Railway, stands upon an island about 18 miles from Buenos Aires. A beauty spot and the site of yachting, rowing, and other clubs, it is one of the most delightful and accessible of resorts. Regattas are held in November and March upon the River Lujan.

Hotel :—Tigre, 200 beds. $15-30 per day.

The Chief Cities.

Bahia Blanca, with a population of 100,000, is one of the principal ports of the Argentine. It is on the left bank of the Naposta River and serves a large area for the shipment of grain and wool. The port works are admirable and include two large dry docks. The port is served by the Southern Railway (397 miles from Buenos Aires), by the Pacific Railway and also by the Rosario-Puerto Belgrano Railway. Its main industries are agriculture, cattle and sheep, wool, galvanising, and dairy products. It is also an important petroleum distributing base.

The well-equipped commercial port named Ingeniero White is 4 miles from the city.

Hotel :—Gran Hotel Atlántico, Italia, Central Muñiz. Rates, $18 inclusive.
Excursions :—To Sierra de la Ventana, 2½ hours' rail.
Air Services :—See under Air Section.

Concordia, on the right bank of the Uruguay River facing Salto, is one of the chief towns in the province of Entre Rios. Several lines of railway converge at this point and there is good river transport. The town has 35,000 population and is the centre of a considerable business with Brazil, Paraguay, and Uruguay. The place is one of the best angling centres in Argentina. Good sport is to be had with rod and spoon at Salto Grande and Salto Chico, where dorado and salmon are plentiful. Concordia is reached from the Chacarita station, Buenos Aires (338 miles), by Entre Rios and Argentine N.E. Railway. The railway line to Federal has been completed. A road has been built to Parana.

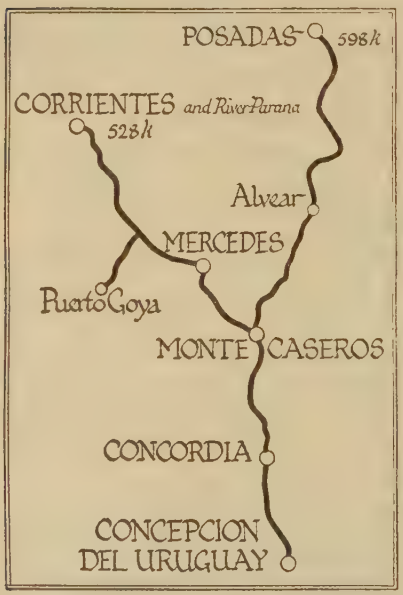
Hotels.—Continental, Imperial, Colón, Argentino, Londres, Victoria.

Córdoba, a provincial capital of 238,300 inhabitants, stands at an altitude of 1,440 feet, 432 miles from Buenos Aires. The district is renowned for its beauty and the city for its buildings, for in point of age Córdoba comes next to Lima. The university was founded in 1613. There are many residences of the colonial period. The National Observatory is here and makes Córdoba the Argentine Greenwich. There is no more interesting centre for the tourist and holiday maker. Picturesque in itself, the town is near to sierras, lakes and waterfalls of exceptional beauty, and is easily reached. The train journey from Buenos Aires occupies about 14 hours by Central Argentine Railway. A new line has been opened between Córdoba and Santiago del Estero *via* Forres. For a list of resorts in the Sierras of Córdoba see also p. 97.

Hotels :—Bristol ($15–30), Plaza (140 beds, $15–25), Gran Victoria.
Air Services :—See under Air Section.

Excursions :—To Alta Córdoba by electric car and then to Chalet Crisol and Parque Sarmiento, a park on the outskirts of the city where is a Zoological Garden. Rail or motor-car to the following places in the Sierras de Córdoba, famous as health and pleasure resorts, within a few hours' journey of the city : To Alta Gracia (one hour) (Sierras Hotel, from $11 a day). To La Falda (Eden Hotel, from $10 a day) *via* Unquillo and Rio Cabellas. To La Cumbre, regular omnibus service (Hotel

THE CENTRAL OF BUENOS AIRES RAILWAY.



THE ARGENTINE NORTH EASTERN RAILWAY.

THE ROSARIO—PUERTO BELGRANO RAILWAY.

THE BUENOS AIRES WESTERN RAILWAY

Lumsdaine, from $10 a day). To Capilla del Monte (Hotel Britanico, from $10 a day). To Ascochinga, in the heart of the sierras, for shooting, fishing, etc., with good hotel accommodation. Particulars of Córdoba hill resorts can be obtained from the Publicity Department of the Central Argentine Railway, Bme. Mitre 299, Buenos Aires.

Corrientes is the capital of the province of Corrientes, in the north-east of the Republic, 1½ days' train journey (750 miles) from Buenos Aires. It stands near the confluence of the Paraguay and Paraná Rivers and is the old San Juan de Vera of the Conquistadores. The town seems destined, by virtue of its communications, to a large growth in importance. In touch with the river traffic carried on by the Mihanovich Line with Buenos Aires and Montevideo, it is well served also by the North-Eastern Railway. The town has about 47,000 inhabitants. The public buildings include the Government House, Cathedral and Museum. The town has an Academy of Arts, a racecourse, and several athletic grounds.

Hotels :—Buenos Aires, España, Argentino, La Sirena, Mayo.

Gallegos (known also as Rio and Puerto Gallegos), capital of the province of Santa Cruz (Patagonia), stands at the mouth of the river Gallegos, 1,600 miles from Buenos Aires. There is weekly communication by steamer with Punta Arenas and there are occasional steamers to Buenos Aires. The spring tides reach the extraordinary height of 52 ft. above the ebb. Tallow manufacturing is the chief of the local industries and a large trade is done in wool and sheepskins. A frigorifico is operated by the firm of Swifts. The population is about 2,500.

Air Services :—See under Air Section.

Jujuy, capital of its province, stands in the mountains towards the Bolivian frontier at an altitude of 4,000 feet. It is a picturesque Colonial town of about 10,000 inhabitants with a warm but healthy climate, set amongst fascinating scenery. Minerals and timber are worked in the vicinity. The distance from Buenos Aires (938 miles) is covered in 36½ hours *via* Tucumán, over the Central Argentine and Central Northern Railways upon the direct line *via* La Quiaca into Bolivia.

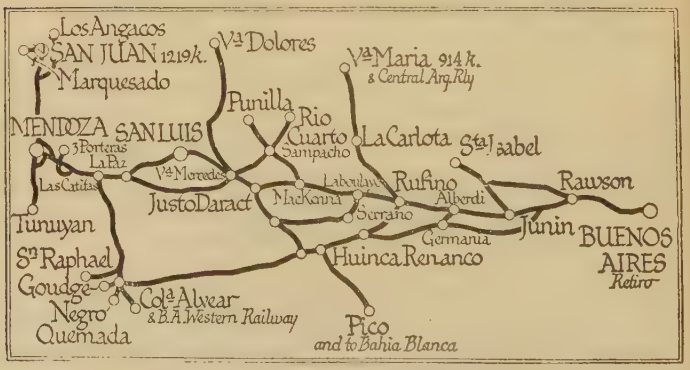
The hot springs at Reyes, distant 5 miles, are curative.

Hotels :—Bristol, Paris.

La Plata, capital of the province of Buenos Aires, dates from 1882. It is 35 miles from Buenos Aires and can be reached by road, rail, or river. The principal local industries are meat packing, petroleum distillery, cold storage, iron foundry, and windmills. La Plata is Argentine's " model city." It contains wide streets and imposing public buildings. The population is 182,401. The harbour is accessible to ships of the largest tonnage and has two miles of quays, chiefly used for the export of produce from the central provinces. Grain is exported together with the products of two frigorificos.

Points of Interest :—The La Plata Museum, famous for its collection of extinct animals, is open daily, except on public holidays. Its treasures are largely ethnological and include human skulls, mummies, and prehistoric implements used by man. There are zoological, botanical, geological, mineralogical, palæontological and archæological sections with cases interesting both to the curious and the scientific. Well laid-out Zoological Gardens; fine racecourse (under B.A. Jockey Club rules) and Observatory. The Museum, Zoological Gardens, and Observatory are all in the

THE CÓRDOBA CENTRAL RAILWAY.



THE BUENOS AIRES PACIFIC RAILWAY.

public park. The Town Hall and Cathedral are in the Plaza Morena. Ten minutes in the train takes one to the picturesque Islas de Rio Santiago and to the Yacht Club, Arsenal, and Naval Academy. Swift's Golf Club is 10 minutes away by car or train.
Hotels :—Sportsman, $5–7 per day ; Comercio & Gay, $2–5 per day.

La Rioja, capital of the province of La Rioja, is in the Andine region, a district rich in minerals. The city stands at an elevation of 1,500 feet and is 39 hours by train from Buenos Aires over the Central Argentine, Central Córdoba, and Santa Fé-Catamarca lines. It is 208 miles from Tucumán. It has the attraction of antiquity and combines with quaint costume and colonial buildings a modernity in public facilities. The urban population is 8,000.
Hotels :—Aguila, San Martin.

Mendoza, capital of the province, is 640 miles from Buenos Aires on the Transcontinental Railway to Valparaiso, or about 20 hours by train or 4 to 6 hours by aeroplane. The city has admirable plazas and promenades. Itself some 2,370 feet above sea-level, it is situated in the foothills of the great Cordillera of the Andes, within sight of the snow-covered peaks. The " garden of the Andes " is the name that the residents give to their town. The products of the garden—wine, grapes, and fruit—have an increasing commercial importance. A grape packing and cold storage plant has been opened. The population is 78,655. Earthquakes occur at rare intervals and do material damage. The rainfall is slight, and temperature equable.
Points of Interest :—The Park with its watercourses, lake, and Zoological Gardens ; Plazas Independencia and San Martin ; the Municipal Theatre ; the Jockey Club. A visit should be paid to the hill overlooking the city to see the view from the monument.
Hotels :—Plaza ($18–24 inclusive), Grand, Nacional, Central.

Paraná, a port on the right bank of the Paraná and the capital of Entre Rios province, is 364 miles from Buenos Aires upon the Central and Entre Rios Railways. It is served by river steamers of the Mihanovich line. The urban population is 66,204. In the period 1853-1862 the city was the capital of the Republic. The Urquiza Park, the Governor's Palace and the Cathedral are the chief objects of interest to tourists. Roads have been built to Villaguay and Concordia.
Hotels :—España, Cransac, San Martin.

Posadas, capital of the highly interesting Misiones District, stands on the bank of the Paraná River and is connected by ferry with the Paraguayan town of Villa Encarnación. It is 37 hours from Buenos Aires over the North-Eastern, Entre Rios and Central systems ; and 14 hours' train journey from Asunción. There is now an air line between Buenos Aires and Asunción ; calls are made twice a week at Posadas, which is only 6 hours by air from Buenos Aires. It is in touch with Corrientes (36 hours) by Mihanovich river steamer. The town is a point of departure for the Iguazú Falls, and for visits to the San Ignacio and other ruins. Yerba maté is produced largely in the vicinity. Works are in project with the purpose of making this the chief river port in the northern territories. The river distance from the capital is 855 miles. Population about 30,000.
Hotels :—Palace, Internacional, Misiones, Iguazú, Paulista, Apolo.
Air Services :—See under Air Section

THE TRANSANDINE RAILWAY.

THE ENTRE RIOS RAILWAY.

THE PROVINCE OF BUENOS AIRES (C.G.) RAILWAY.

Resistencia, capital of the Chaco Territory, on the bank of the Paraná, faces the town of Corrientes. Its port, Barranqueras, is six miles distant and the railway ride from Santa Fé is 17 hours. The population is 12,000. River steamer communication is maintained upon the Paraná. Skins and feathers are brought by Indians to this point, and there are important timber and cattle trades.

Hotels :—España, D'Europe, Italia.

Rosario, chief city of the province of Santa Fé, 190 miles by rail from Buenos Aires, is on the Paraná River and is accessible to steamers of 10,000 tons. By river the approximate distance from Buenos Aires is 203 nautical miles. Rosario has various industries, including flour-milling, furniture, leather, bricks, printing and confectionery, but it is primarily a centre for the shipment overseas of the agricultural produce brought from the central and northern provinces and a convenient base for the inland distribution of agricultural and general supplies. From October to early March visitors may expect to find warm weather, and from December to the end of February uncomfortably hot.

The streets are wider than those of Buenos Aires, and there are fine boulevards and handsome open spaces. The river bank is high at this point. Changes in local temperature are sudden. The urban population is 470,000.

Hotels :—Palace, Italia, Savoy, Central. Single rooms, $4·8 per day.

Markets :—Mercado Central, Calle San Martin ; also Mercados Norte, Sud, and Abasto. Best time, 6–8 a.m.

Points of Interest :—Parque Independencia (New Rose Garden), Boulevard Oroño, Cathedral (Roman Catholic) in Calle 25 de Mayo ; S. Bartholomew's Church (English), Calle Paraguay ; Racecourse, Law Courts, University, Hospitals, the Frigorifico Swift, Grain Elevators, Petrol Installations, the Alberdi and Arroyito Boat Clubs, and Saladillo (salt water springs). Golf Club (Station, Parada Links, F.C.C.A.). The Acro Club is at Fisherton.

Rail :—Rosario is 4½ hours from Buenos Aires on the Central Argentine Railway, and is served also by the Province of Santa Fé Railway (narrow gauge), and the Rosario and Puerto Belgrano Railway.

Road Transport :—There are regular motor-bus services to Arroyo Seco, Casilda, Cañada de Gómez, San Lorenzo and other important centres up to 80 kilometres from the city.

Salta, capital of its province in the far north of Argentina, is 36 hours by train from Buenos Aires, and 10 hours from Tucumán by the Central Argentine and Northern Argentine Railway. The environs are hilly and of a striking beauty. Enough of the colonial character remains to add to the charm of its buildings. Cattle are fattened in the vicinity for supply to Chile ; tobacco is grown, and the city ranks as an important local market. Population 35,000.

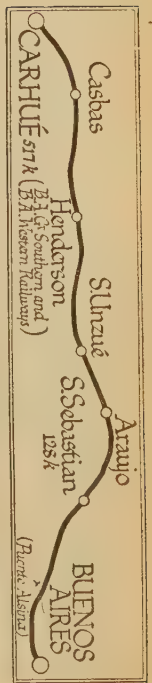
Hotels :—Plaza, Nacional Colón, Salteño.

Air Services :—See under Air Section.

Santa Fé, capital of the province, is 524 miles from Buenos Aires by the River Paraná. Boats leave Buenos Aires weekly, arriving next day. There is also a daily train by the Central Argentine Railway, the distance by this route being about 300 miles. Population, 128,000. It is the centre of an exceptionally fertile region, and has two large docks for ocean-going steamers. The principal industries of the district are flour milling, dairy, and quebracho extract. The Santa Fé Railway has its headquarters here. It is a university town, with a couple of theatres, a racecourse, rowing

SANTA FÉ RAILWAY.

THE CENTRAL ARGENTINE RAILWAY.



THE MIDLAND OF BUENOS AIRES RAILWAY.

club, and facilities for tennis and other games. Various civic improvements have been made of late years.

Hotels :—Ritz, $15 per day inclusive, España, Italiano.

San Juan, capital of the province of the same name, to the north of Mendoza, stands in the Tulum Valley. The city is 27 hours (about 700 miles) from Buenos Aires and under four hours (97 miles) from Mendoza upon the Pacific Railway. The urban population is 20,000. The surroundings are picturesque ; wine-growing is the principal industry and minerals are known to abound in the locality. Much of the local trade is with Chile.

Hotels :—La Castellana, Gran, Las Provincias.

San Luis, capital of the province of San Luis, has a population of 18,000. It stands at the foot of the Cordillera and at an elevation of about 2,400 feet, some 490 miles from Buenos Aires on the Pacific Railway, and 160 miles from Mendoza. The town is surrounded by Sierras, and its architectural character is colonial. Cattle rearing, grain growing and viticulture are the industries of the region and they are expanding.

Hotels :—España, Pujol.

Santiago del Estero, capital of its province, and 630 miles from Buenos Aires upon the Central Argentine Railway, was founded in the colonial period. Recent civic improvements have modernized the public facilities. The town is frequented in July to September by visitors to the Rio Hondo springs. Population 21,000. New branch line *via* Forres opened to Córdoba.

Hotels :—El Globo, Royal, Victoria.
Air Services :—See under Air Section.

Tucumán, capital of the province, is the busiest and most populous town in the north of Argentina, with a population of about 123,500. Its natural beauties are great and the amenities of social life make a visit most agreeable. It is the chief centre of the sugar industry. It has a cathedral and Jesuit College, and here the first Congress of the Republic was held in 1816. On the Central Argentine Railway, it is 25 hours (714 miles) from Buenos Aires. Communication with Córdoba has been greatly improved by a new railway from Villa del Rosario to Forres.

Hotels :—Plaza, Savoy, Paris.
Air Services :—See under Air Section.

PLEASURE RESORTS.*

Alta Gracia, 570 metres above sea-level in the bracing air of the Sierras de Córdoba, is reached by the Central Argentine Railway from Buenos Aires in 15 hours. Sleeping accommodation is provided on the train. Good motor roads allow long excursions in the Sierras, apart from journeys which can better be undertaken on horseback. Interesting remains of the colonial period are to be seen. Population 7,000.

The Central Argentine Railway issue during the months of April, May, June, October, November, and December of each year, excursion tickets from Buenos Aires to Alta Gracia, including train journey with bed and meals, coach from the Alta Gracia station to

* See also "Tours in Argentina," p. 96.

Sierras Hotel, eight days' stay at this hotel, and return journey to Buenos Aires, at a low inclusive fare.

Hotel :—Sierras (180 beds), $15–25, with pension ; good 9-hole golf course, tennis croquet, and shooting.

Bariloche (San Carlos de B.), on the southern shore of the beautiful Lake Nahuel Huapi, is the best starting-point for excursions through the series of mountain lakes and into the Gran Parque Nacional. Its wooden chalets are perched in Swiss fashion upon an old moraine above the lake. The streets are steep, and to the south are seen the heights of the Ventana and the Cerro Colorado (7,000 ft.). There are hotels, pensions, and other centres of social life. The population is about 3,000.

Rail :—From Buenos Aires by Southern Railway and Patagonian State Railway *via* Puerto San Antonio to railhead, thence by motor-car ; time, three days.

From Buenos Aires by Southern Railway to Neuquén or Zapala, and by motor-car from either point. The journey can be made by summer excursions in 48 hours.

Hotels :—España, San Carlos, Central, Suizo.

Cacheuta is 24 miles from Mendoza and 683 miles from Buenos Aires, upon the Transandine Railway. It is 4,000 feet above sea-level, and is celebrated for its views and its hot mineral springs.

Hotel :—Cacheuta Termas (200 beds, $20–40, with pension).

Capilla del Monte, in the Sierras of Córdoba, is 507 miles from the capital, and is reached in 18 hours over the Central Argentine Railway system and its connections. The altitude is 3,000 feet. Higher hills surround the valley in which the town lies. The climate is agreeable at all seasons, and in addition to fine air, medicinal waters and wide views, there are rocks and waterfalls of interest.

Hotels :—Gran Victoria ($10–12), Nuevo Paris ($10–14), Savoy ($9–12).

Carhué, in the south of Buenos Aires province and served by three railways, is 12 to 15 hours' train ride from the capital. It is the station for Lake Epecuén, whose waters are medicinal. A branch line of 60 km. has been opened to Rivera.

Hotels :—Plaza, Gloria, España.

Guamini, upon the shore of Laguna del Monte, on the Southern Railway, a small and pleasant town of 3,000 inhabitants, and favoured as a summer hill resort. It is 300 miles from Buenos Aires and 20 miles from Carhué.

Iguazú Falls. See p. 100.

Lake Epecuén, near Carhué, is a strongly mineralized sheet of water 60,000 acres in extent, frequented for summer bathing and for the cure of rheumatism and skin disorders. Carhué is reached in 12 hours from Buenos Aires by Southern Railway.

Hotels :—Plaza, Miramar, Royal, La Salud.

Lake Nahuel Huapi belongs to the same natural system as the Chilean Lakes (Todos Santos, Llanquihué and others) and is separated from them by no great distance. It covers an area of 800 square kilometres and is over 330 yards deep in places. It stands 2,500 feet above sea-level in full view of the snow-covered peaks of the Cordillera, and of the forests clothing the lower slopes. Mount Tronador commands the scene ; the blue waters of the lake, the mountains, and the loneliness give it a singular charm. The arms of the lake look like fjords. The setting is Alpine and there is a thickly-wooded island (Victoria) which is frequented for sport, and especially for the chase of nutria. In addition to the indigenous

fish, salmon and trout have been put down. A lake steamer and various motor launches are available.

Small steamers ply from Neuquén down the Rio Limay, and there are motor services between that point and Bariloche on the southern shore. The routes from Buenos Aires *via* Neuquén and Zapala, and by Viedma are given on page 97.

Lujan, on the Western Railway, 1½ hours from Buenos Aires, is a place of pilgrimage for devout Catholics, famous since 1630 for its Gothic Basilica erected in honour of the Virgin. The Cabildo served as a prison for the Generals Paz and Mitre. The River Lujan is picturesque at this point. Lake Lujan, not far distant, is a favourite point for picnic parties.

Hotels :—Bonfanti, La Paz.

Mar del Plata, reached in six hours by Southern Railway express from the capital, is known as the Brighton of Argentina. It is a favourite seaside resort of all classes, with many small hotels and lodging houses in addition to the larger hotels named below. The attractions of " Spring Week," which is held in early November, include golf, motor racing, fishing competitions, a kermesse, and the casino. The season runs from the end of December to Easter ; during January and February leaders in most departments of Argentine life make Mar del Plata their temporary home.

Hotels :—Bristol (400 beds, $20 40), Grand (100 beds, $15–30), Victoria (100 beds $15–30), Royal (120 beds, $15 -30), Amestoy (100 beds, $10–25), Savoy ; with pension in all cases.

Air Services :—See under Air Section.

Miramar, south of Mar del Plata and eleven hours' ride from the capital by the Southern Railway, is frequented in summer for bathing. It has many chalets, small hotels, bracing air and capital surroundings for short excursions. There is a fine golf course with Dormy House (open December to April). Distant 12 miles, on the beach at Mar del Sud, is a large hotel, the Atlantic.

Hotels :—Ocean, Mira Mar, San Remo, América.

Necochea, with an urban population of about 23,000 inhabitants, is regarded as the second of the sea-bathing places along the coast. The beach is excellent, and the place is reached from Buenos Aires by a train ride of 12½ hours on the Southern Railway. Quequén is near at hand across the river. The surroundings are picturesque and interesting and visits are made to the Paseo del Puente, the Cascada, Los Manantiales and the Laguna de Los Padres. The port is increasing in favour with exporters of Southern grain and now handles over 360,000 tons of grain annually.

Hotels :—Necochea, La Perla, Gran Hotel España, Paris.

Puán, on the Saavedra branch of the Southern Railway, is 31 miles beyond Carhué. It stands at altitude of 850 feet, and is a small summer resort with 2,500 population.

Puente del Inca, famous for the natural bridge of rock which crosses the Mendoza River, and for its hot springs, is an excellent centre for climbers and the pursuit of the guanaco. It is served by the Buenos Aires and Pacific Railway, and is a favourable stopping-place from which to visit the statue of the Redeemer crowning the pass upon the Chilean frontier. Season, November to April.

Quequén, about 2 miles across the river from Necochea and 307 miles from Buenos Aires, stands at the mouth of the Quequén Grande River. Construction on the port works here has commenced, but daily dredging is required to maintain the necessary depth in the channel. A prolongation of the railway from Necochea to Energia is contemplated. A considerable and increasing trade in cattle and grain is carried on, but Quequén is best known as yet for its excellent beach, good bathing, and the pleasant character of its scenery.

Hotel :—Quequén.

Rio Hondo, a small town equidistant from Santiago del Estero and Tucumán, is 660 miles from Buenos Aires. The nearest railway station is Gramilla. Its hot springs are frequented by rheumatic patients. The waters have a temperature of 86° F., and contain a small percentage of minerals.

Rosario de la Frontera, in the Province of Salta, and 806 miles from Buenos Aires on the State Railway leading north to La Quiaca, possesses celebrated hot springs of medicinal value. A winter resort with an agreeable climate, 3,200 ft. above sea-level, it is frequented by visitors in the months June to September.

Hotel :—Termas.

Villa Dolores, west of the Sierras in the Province of Córdoba and 570 miles from Buenos Aires, is a small town of 6,000 inhabitants. It is served by a branch of the Pacific Railway from Villa Mercedes.

Hotels :—España, Internacional.

Yacanto, near the foot of Champaquí, the highest of the peaks of the Sierras de Córdoba, in a region of woods and waterfalls, is reached by motor from Villa Dolores Station (Pacific Railway). The waters are curative, the air is bracing, and there is a modern hotel. A sporting 9-hole course is open all the year round. Shooting, fishing, bathing, etc., in the neighbourhood.

Hotel :—Yacanto.

OTHER TOWNS.

Azul, a modern town of 58,000 inhabitants upon the Southern Railway, 178 miles from the capital, is an important cattle centre. The neighbouring sierras are picturesque, and the valley of the Azul River affords good shooting. The lines to Coronel Dorrego and Tandil are open.

Hotel :—Argentino.

Barranqueras, a river port upon the Paraná, 1,200 kilometres from Buenos Aires, and close to Resistencia and Corrientes, is used for the shipment of hardwoods and cotton from the Grand Chaco Territory. It is served by the Santa Fé Railway.

Hotels :—P. Sena, Vda de Zubillaga.

Campana, on the left bank of the Paraná, 50 miles from Buenos Aires, served by the Central Argentine Railway and by steamers, is of industrial importance. Meat-freezing, oil-refining, and grain storage are the leading industries. Population 15,000.

Hotels :—Campana, Verdier.

Carmen de Patagones, opposite Viedma, upon the Rio Negro and connected by rail with Bahia Blanca (170 miles), is the point of departure for a State-owned service of river steamers plying to Chocle-Choel. There are important stock-raising establishments in the district.

Hotels :—Español, Casadey.

Casilda, upon the Central Argentine Railway, 210 miles from Buenos Aires, and in the Province of Santa Fé, is a modern and prosperous town of 14,000 inhabitants.

Hotels :—Italia, España.

Catamarca, capital of the small Andine province bordering upon Chile, is 36 hours' train journey from Buenos Aires on the Northern Argentine State Railway, and about 80 miles south from Tucumán. This old colonial city of 15,000 inhabitants is set among the hills at 1,600 ft. above sea-level. It is a centre of fruit, grape, and cotton culture and of mining and cattle farming. Pilgrimages are made to its church by the devout, and its thermal springs are curative.

Hotels :—El Aguila, San Martin.
Air Service :—See under Air Section.

Chascomús, upon the Southern Railway, 70 miles from the capital, picturesquely placed among a series of lagoons, is a thriving town of 10,000 inhabitants. There are important livestock and dairy enterprises in the neighbourhood, where maize is grown upon a large scale.

Hotel :—Americano.

Cinco Saltos, 12 miles from Neuquén and 635 miles from Buenos Aires on the Southern Railway, is the seat of the railway company's experimental fruit farm. The damming of the Rio Negro has fertilized the region and made it one of the finest of fruit-growing districts. The area is very lightly populated.

Colón, in Entre Rios, on the Uruguay River, 23 miles north of Concepción, is served by branch railway and by river steamers. The river is picturesque, with cliffs visible from a considerable distance.

Hotel :—Augusto Perrin

Comodoro Rivadavia, in Chubut, on the Gulf of St. George, important as a source of petroleum, is served regularly by small steamers from Buenos Aires. A State railway runs inland to Colonia Sarmiento (120 miles).

Hotels :—Europa, Colón.
Air Services :—See under Air Section.

Concepción del Uruguay, in Entre Rios province and the terminal of the Entre Rios Railway, is a river port of historical interest and commercial importance. It is the seat of a National University. It was founded in 1778, and was the scene of a sharp revolutionary engagement in 1870, in which year Urquiza was assassinated in the San José Palace.

Hotels :—Concordia, Paris.

Diamante, in Entre Rios, a port on the Paraná, served by regular steamers from Buenos Aires, is 370 miles from the capital by rail.

Hotels :—Sol de Mayo, Soldini.

Empedrado, upon the Paraná River, and 630 miles by rail from Buenos Aires, furnishes oranges to the capital. It is some two hours' train journey south of Corrientes, and a regular port of call for the Mihanovich steamers.

Hotels :—De A. Peluffo, Vallejo Hnos, Vallejos y Alegre.

Esquina, in Corrientes, is served by weekly steamer from Buenos Aires. It is a minor river port upon the Paraná with 5,000 population.

Hotels :—De Gatti Hnos, F. Nelli.

Formosa, capital of the Formosa Territory, adjoins the Paraguayan frontier. It is in a region populated as to one-half by Indians and has itself a population of 10,000. The vegetation and climate are tropical. The surroundings are flat and swampy. Tobacco and sugar cane are grown and many cattle are kept in the vicinity. The line to Embarcación is open.

Hotels :—Formosa, Central Brun.

Gaiman, a small town near Rawson in the Chubut Territory, is a centre of mixed farming, with good alfalfa crops. Population 2,000.

Goya, in Corrientes Province, a port upon the Paraná River, near its junction with Santa Lucia, is 620 miles by rail from Buenos Aires. The urban population is 15,000.

Hotels :—Goya Hotel, de Vda de Bernasconi, Blas Ronconi, Solari Hnos.

Gualeguay, centre of one of the richest agricultural regions in Entre Rios province and served by the Entre Rios Railway, is 175 miles by rail from Buenos Aires. Population 18,000. Its river port, Puerto Ruiz, five miles distant, is on the Gualeguay tributary of the Paraná River.

Hotel :—Ferrecio.

Gualeguaychu, in Entre Rios, is a port 12 miles up the Gualeguay tributary of the River Uruguay. Fray Bentos (Uruguay) is upon the left bank of the main river. The town is accessible by rail from Buenos Aires (229 miles), and by steamer. There are tanneries and frigorificos. The population is 23,000.

Hotels :—Comercio, Paris.

Ibicuy, on the left bank of the Paraná River, is served by a train-ferry from Zarate, whereby connection is made between the Central Argentine and the Entre Rios railway systems. The crossing of the delta (52 miles) occupies in all five hours. The port facilities for the dispatch of cargo are good. The picturesque Ibicuy Islands can be visited by steamer.

Hotel :—Barón.

Junín, on the direct line to Chile, 140 miles west of Buenos Aires, where are situated the workshops of the Pacific Railway, is served also by the Central Argentine. The town is of fair commercial importance, in a grain and cattle-farming district and close to lagoons from which quantities of freshwater fish are taken for the Buenos Aires market. Population 39,000.

Hotels :—Británico, Plaza, Buenos Aires.

La Paz, in Entre Rios, a Paraná River port of 10,000 inhabitants, is visited by Mihanovich steamers.

Hotels :—Central, San Martin.

La Quiaca, on the Bolivian-Argentine frontier, is 1,180 miles (50 hours) from Buenos Aires and 175 from Jujuy. The altitude is over 10,000 feet and the climate is cool. The Central Northern Argentine Railway has its terminus at this point, distant a few hundred yards from the Bolivian railway station Villazon, whence connection can be made *via* Atocha with the Bolivian railway system.

Hotels :—Plaza, Internacional.

Mercedes (de Buenos Aires), an important agricultural and pastoral centre, 60 miles from Buenos Aires on the Buenos Aires Western Railway, has 24,000 inhabitants. The town is at once old and progressive, with a considerable commerce, many notable private residences and large public edifices, including Law Courts.

Hotels :—Nogues, Bruno.

Mercedes (de Corrientes), a small town of 12,000 inhabitants upon the North-Eastern Railway system, is not to be confused with its more important namesake. The town is 52½ hours' ride from the federal capital.

Hotels :—Argañaraz, Pérez.

Neuquén, capital of the territory of the same name, is in the north-western corner of Patagonia and is served by the Southern Railway. It is 700 miles from Buenos Aires and has a population of 2,500. Lake Nahuel Huapi can be visited by motor-car or by launch down the Rio Limay. The great Rio Negro barrage, near at hand, has opened up the surrounding area to colonization.

Hotels :—Neuquén, Confluencia.

Pergamino, 141 miles from Buenos Aires and 76 from Rosario, on the Central Argentine Railway, is a considerable railway centre. Three branches of the C.A.R. radiate from this point, and the town is served also by the Cia General. Population, 97,858. Road open to San Nicolás.

Hotels :—Roma, Sarmiento.

Plaza Huincul, 800 miles from Buenos Aires on the Southern Railway, and 51 miles short of Zapala, is the site of large oil wells.

Pringles (Coronel Pringles), in Buenos Aires Province on the Southern and Rosario-Puerto Belgrano Railways, 304 miles from the capital, and 135 miles north of Bahia Blanca, is 900 ft. above sea-level in a flourishing agricultural district. Population 12,000.

Hotels :—Centeno, Pérez.

Puerto Madryn, in Chubut, a small port in a good bay, Golfo Nuevo, with regular coasting steamer connections with Buenos Aires, is the northern terminal of the Patagonian State Railway to Trelew, Dolavon, and Rawson. It was founded by the Welsh colonist, Parry Madryn, in 1865. Population, 1,000.

Hotel :—Español.

Puerto San Antonio, on the Gulf of San Matías, on the Patagonian State Railway from Viedma to Bariloche, has a shallow bay and a small wharf. The surroundings are pastoral, and the population about 2,000.

Rawson (population 2,500), capital of the Chubut Territory, stands on the bank of the Chubut River and about 6 miles from the coast. The name of the settlement is that of its founder, who established a Welsh Colony near this point. Connection with Buenos Aires is by steamer to Port Madryn and by State Railway *via* Trelew.

Rio Cuarto, in Córdoba Province, upon the Pacific and Central Argentine Railways 380 miles from Buenos Aires. It has a population of 37,000, and is a considerable agricultural centre. The town is about 130 miles south of Córdoba.

Hotels :—Universal, Moderno.

Salto, in Buenos Aires Province and 107 miles from the capital is on the Province of Buenos Aires Railway. Apart from its commercial position the place is interesting to scientists. Fossil remains of prehistoric animals have been found in large numbers in the locality.

San Nicolás, 40 miles below Rosario, upon the Paraná River, and 148 miles from Buenos Aires upon the Central Argentine Railway, has a population of 30,000. The port facilities are good, and various manufacturing industries have been established. An important road is open to Pergamino.

Hotels :—Español, Italia.

Santa Cruz, near the mouth of the Santa Cruz River, regularly visited by steamers from Chile and Buenos Aires, is one of the best of the natural ports of Patagonia. Sheep are farmed extensively in the valley. The town consists of two or three hundred houses.

Air Services :—See under Air Section.

Santa Rosa, capital of La Pampa Territory, is 375 miles from Buenos Aires on the Western Railway. The population is 5,500. It is the centre of a cattle growing and agricultural area.

Hotels :—Central, Apollo.

Tandil, a quiet, pleasant, and well-developed town in the Southern Sierras, is 200 miles from the capital. It is esteemed as a health and pleasure resort, with fine views of hill scenery and tonic air. There are good means of urban locomotion, and there is a daily express train to Buenos Aires. Population 25,000. Tandil is the centre of a rich dairy and agricultural district, and is noted for its asparagus.

Hotel :—Palace (150 beds, $15–25)

Trelew, founded by Welshmen in 1881, is 43 miles upon the Chubut Railway from Port Madryn. It has about 5,000 inhabitants, and is commercially the most important Patagonian town, situated in a great sheep-growing district.

Hotels :—Argentino, Rodriguez.
Air Services :—See under Air Section.

Ushuaia, capital of Tierra del Fuego, the most southerly of Argentine towns, stands upon the Beagle Channel. There are impressive views of snow-clad peaks, a waterfall, dense woods and rich valleys. Steamers ply from Buenos Aires and Chilean ports. The population of 1,600 includes the members of the penal settle-

ment. The local industries are sheep farming and sawmilling.

Hotel :—M. Freire.

Venado Tuerto, in the province of Santa Fé, and 231 miles from Buenos Aires on the Central Argentine Railway, is a pleasant country town of 3,500 population, with many large and well-managed estancias near at hand.

Viedma, capital of Rio Negro, stands upon the river of that name about 19 miles from its mouth, opposite to Carmen de Patagones. The town has 7,000 population, and is reached from Buenos Aires (577 miles) and Bahia Blanca by Southern Railway. A railway and road bridge now spans the river between Viedma and Patagones. This is the only direct rail connection between the northern and southern portions of the Republic. Launch or motor can be taken for San Antonio Oeste, the terminus of the State Railway leading to Bariloche.

Hotels :—Gretoni, Malpeli.

Villa Constitución, on the left bank of the Paraná, and 23 miles south-east of Rosario, is visited by steamers drawing 25 feet. Cereals are exported, and coal and railway materials imported.

Hotels :—C. Federici, M.R. Perez.

Villa María, in the Province of Córdoba, served by the Central Argentine and B.A. Pacific Railways, is 343 miles from Buenos Aires. Its importance is derived from the grain, timber, and dairying industries. It was in 1872 selected by Congress as Federal Capital. Population 17,000.

Hotels :—Colón, Internacional.

Zapala, 850 miles or 31 hours' train from Buenos Aires, the terminal of the Southern Railway, and 50 miles south of the Plaza Huincul oilfield, is a starting point for motor excursions in the Cordillera and a place of some importance in the trade of the Neuquén Territory. Puerto Montt (Chile) can be reached by trail.

Hotel :—Echeverria.

Zarate, on the Paraná River, has 32,000 inhabitants. It is of industrial importance, with large frigorificos and paper works, and the quays are used by ocean-going steamers. The name commemorates its founder, Gonzalo de Zarate. Situated 56 miles from the capital, upon the Central Argentine Railway, it is served also by the Central of B.A. Railway. A ferry to Ibicuy connects the town with the Entre Rios railway system leading northwards.

Hotels :—El Globo, San Martin.

Birds and Animals :—The works of W. H. Hudson should be consulted for reference to the abounding bird life. The following are distinctive : Ostrich, condor, vulture, eagle, gavilan, carancho, owl, parrot, swan, chaja, duck, geese, gariza, flamingo, mirasol, partridge, martinet. The animals include : Yaguarete, puma, wolf, fox, mountain cat, coati, deer, guanaco, gama, vicuña, alpaca, otter, tapir, carpincho, ant-bear, hare, rabbit, llama, venado Among the sea animals are the seal, sea wolf, and whale.

PHYSICAL FEATURES.

Argentina owes its name to the quest for silver in the mountains of Peru and the wearing of silver ornaments by its Indian population in the sixteenth century. Its great estuary, known successively as Mar Dulce (fresh-water sea) and Rio de Solis (after the Spanish navigator), thus acquired the name of Rio de la Plata (silver river). After the provinces forming the present Republic had been formed into a Confederation a common name was sought for the whole and the Latin form of the word " silver " was adopted as its root.

The northern frontier abuts upon Bolivia and Paraguay, the eastern upon Brazil and the Republic of Uruguay. The country is bounded upon the west by Chile and the two countries are defined by the mountain range of the Cordilleras de los Andes, extending the whole length of Argentina. The southern extremity is formed by the Beagle Channel. Argentina extends from latitude 21.40 S. to latitude 55.5 S. at Cape San Pio, longitude 66.32 W. The approximate length is 2,150 miles and the breadth 980 miles. The coast line is about 1,600 miles, exclusive of the estuary of the Rio de la Plata. The area, 1,112,743 square miles, is equivalent to 29 per cent. of the area of Europe.

Geographical Divisions : The chief natural divisions are :—

(1) The Andine, occupying the eastern slope of the Cordillera of the Andes, the Pre-Cordillera and the Puna, or high plateau, of the north-west.

(2) The Chaco, or northern lowlands, forested and with a semi-tropical climate.

(3) The Mesopotamian, in the fork of the Paraná and Uruguay River.

(4) The Pampean, the economic heart of the country, extending fanwise 300-400 miles from Buenos Aires, devoted to cattle raising and cereals.

(5) The Patagonian, or southern plateau, thinly populated and given over to sheep farming, with little rainfall and wooded in the south.

Tierra del Fuego, forming the toe of the continent and shared by Chile, is separated from the mainland by the Straits of Magellan.

Rivers :—The River Plate, or Rio de la Plata, which serves as the main seaward entrance, is less a river than an estuary or great basin into which flow the Rivers Paraná and Uruguay together with their tributaries. Measured from Piedras Pt., Argentina, to Brava Pt., Uruguay, the Plate has a width of approximately 56 miles, and where the Rivers Paraná and Uruguay branch off (say from Martin Chico Point to San Fernando) the width is 23 miles. The river is approximately 100 miles long as the crow flies, and mud and sand give it a thick, brownish colour. It is shallow and the passage of ocean vessels is only made possible by continuously dredging the recognized channels.

The tides are of little importance, for there is only an 18-inch rise and fall at spring tides. The depth of water is influenced principally by the direction of the wind and the state of the sources of the Paraná, Uruguay and Paraguay rivers. With south and

south-easterly winds the river rises, and can be expected to fall with a wind from N.N.E. or N.W. The south-west is a bad-weather wind called the " Pampero," and its strength will sometimes cause the river to rise because of the large volume of water brought in from the ocean.

The more important parts of the basins both of the Paraná and the River Plate belong to Argentina. The Paraná and Paraguay rivers are navigable for steamers everywhere within the republic. The Salado, Pilcomayo and Bermejo, tributaries of the Paraná, are shallow and difficult to navigate. The chief rivers of the south, the Colorado, Negro, Chubut, Chico, and Santa Cruz, flow directly into the Atlantic.

The lengths of the principal rivers are :—

Rio Uruguay, 940 miles ; Paraná, 2,800 miles. The Paraguay, Pilcomayo, and Bermejo are each about 1,250 miles. The Dulco or Saladillo is 500 miles long.

River communication between Buenos Aires and the northern provinces, as well as the Republics of Paraguay and Uruguay, is afforded by the rivers Plata, Paraná, Uruguay, and Paraguay.

With the extreme southern territories communication is only possible by sea.

Lakes :—Small lakes occur in many parts of the pampas. The most picturesque lakes are those of the Patagonian Cordillera. Of these the largest are Lakes Buenos Aires, San Martín, Viedma, and Argentino (all in Santa Cruz). Lake Nahuel Huapi, the best known, is connected by tributaries with a series of smaller lakes—Gutierrez, Moreno, Frias, Veinticinco de Enero, and Albarracín.

Mountains :—The mountains belong to four distinct systems :—

(1) Andine, divided into Eastern and Western Cordilleras, with subsidiary divisions.

(2) Central, constituting the Sierras of Córdoba.

(3) Southern, comprising the Sierras of Tandil and Ventana, in the south of Buenos Aires Province.

(4) The Misiones range, on the north-eastern frontier, forming part of the Brazilian system.

The highest peaks in Argentina are : Aconcagua (23,380 feet) ; Mercedario (22,315 feet) ; Tupungato (21,550 feet) ; Nevado de Famatino (19,770 feet) ; Juncal (19,780 feet) ; Aconquija (16,400 feet). The Tronador, Descabezado, Villa Rica, Potro, Bonete and Negro are among the other considerable heights. Aconcagua was first scaled by a German Andean Expedition in 1932.

The following are among the more important volcanoes in the Argentine part of the Cordilleras de los Andes : Copiapó, San José, Maipo, Chillán, Tinguiririca, de las Damas, Peteroa, Osorno, Antuco, Trolope, Corcovado, and San Clemente.

Climate :—The climate is upon the whole most favourable, although ranging at the extremes from the heat of the Tropic of Capricorn to the rigours of Tierra del Fuego. There are broadly three climatic zones : the Littoral, the Mediterranean, and the Andine. The mean temperature in the first is 66° Fahr. ; in the second 105° is frequently attained in very hot summers, with low temperatures registered in the winter—the mean being about 61°.

In the Andine region the climate varies greatly, and fluctuations of 36° within twenty-four hours are not uncommon.

The mean temperatures in Buenos Aires are approximately :—

Summer 77° F.	Autumn 64° F.
Winter 54° F.	Spring 62° F.

A shade temperature as high as 98° F. has been recorded in Buenos Aires 66 times in 48 years, oftenest in January, to the accompaniment of winds from N.W. or N.E. Occasionally, in the months May to August, the thermometer falls below freezing point, but snow is a highly unusual sight in the coastal districts.

Summer Time runs from November 1 to February 28.

Rainfall :—The rainfall, in the southern regions, averages 16 inches a year ; in the central region from 20 to 39 ; in the north-east the fall is 40 to 60 inches a year. The rainfall in the Provinces of Buenos Aires, Santa Fé, and Córdoba is regarded as ideal both in quantity and distribution. There are less favoured districts, in some of which artificial irrigation is not at present seriously possible. Again there are districts which in the last twenty years or so have enjoyed an improved rainfall, probably as a consequence of ploughing and afforestation.

In a normal year in the grain-growing area, March is the month of heaviest rains. Throughout the period October-March the monthly falls are twice as heavy as during the three dry months, May, June, July.

In Buenos Aires some rain may be expected on about 70 days per annum and on about 76 days in Córdoba and Rosario.

POPULATION OF PROVINCES AND TERRITORIES.

The population in 1914 was 7,885,237, but the estimated total in 1932 was 11,846,655.

The British community (inclusive of persons of British descent, who are not technically British subjects) is estimated by the British Society in the Argentine Republic at 50,000. Americans from the United States are estimated to number 2,500 in Buenos Aires or about 3,000 in the whole Republic.

It is estimated that 73 per cent. of the population are Argentine-born and of European descent ; about 23 per cent. are foreign-born and generally of European parentage ; a residue of 350,000 are of mixed and inferior blood.

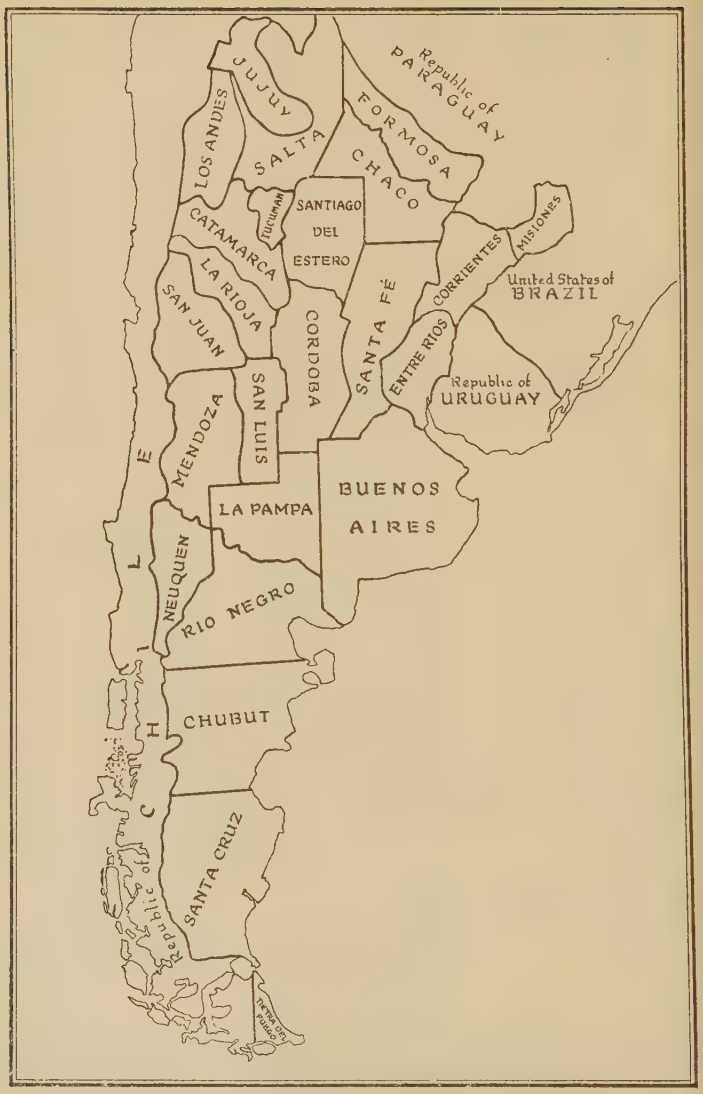
	Population. (1932)		Population.
Federal Capital	2,214,702	La Rioja	107,767
		Jujuy	100,348
Provinces :—		Territories :—	
Buenos Aires	3,204.192	La Pampa	179,570
Santa Fé	1,392.467	Misiones	87,440
Córdoba	1,130.460	Chaco	81,842
Entre Rios	642.624	Rio Negro	55,570
Tucumán	474,147	Chubut	44,146
Corrientes	456 602	Neuquén	41,105
Mendoza	452 629	Formosa	27,210
Sgo. del Estero	409 670	Santa Cruz	22,125
Salta	185 690	Los Andes	3,334
San Juan	184.291	Tierra del Fuego	2,924
San Luis	174,868		
Catamarca	132,922		

CHARACTERISTICS OF THE PROVINCES.

Province or Territory.	Principal Products.	Physical Characteristics.
JUJUY	Sugar, sheep, oranges	Mountainous, fertile valleys.
SALTA	Sugar, vines, oranges	Plains and mountains.
FORMOSA	Cattle	Subtropical forest.
LOS ANDES	Sheep, goats	Dry climate, barren soil.
CHACO	Cattle, sugar, maize, cotton.	Wooded plains.
CATAMARCA	Cattle, sheep	Mountainous, wooded.
TUCUMÁN	Sugar, cattle, horses	Mainly mountainous, well watered.
SANTIAGO DEL ESTERO	Cattle, goats, sheep, horses, maize.	Mainly wooded plain.
CORRIENTES	Cattle, sheep, horses, mandioca, maize.	Marshy, fertile.
LA RIOJA	Vines, cattle, goats	Dry, mountainous.
SAN JUAN	Vines, fruits, cattle, horses, goats.	Dry, mountainous.
SAN LUIS	Cattle, horses, sheep, goats, maize.	Dry, hills and plains.
CÓRDOBA	Cattle, horses, wheat, maize.	Dry, fertile.
ENTRE RIOS	Cattle, sheep, horses, wheat, linseed.	Undulating plains, rich pasture.
SANTA FÉ	Wheat, linseed, maize, cattle, horses, sheep.	Rich plains.
MENDOZA	Vines, fruits, cattle, goats	Mountains, fertile valley.
BUENOS AIRES	Wheat, maize, oats, linseed, cattle, sheep, horses, pigs.	Well-watered plains, rich pasture.
LA PAMPA	Cattle, sheep, horses, wheat, maize.	Undulating plain, good pasture.
NEUQUÉN	Sheep, goats, horses	Mountains and woods.
RIO NEGRO	Sheep, vines, fruits	Mountains and fertile valleys.
CHUBUT	Sheep, horses, cattle	Dry, cool, poor vegetation.
SANTA CRUZ	Sheep, horses	Dry, cold, wooded.
TIERRA DEL FUEGO	Sheep	Cold, wind-swept, rainy.
MISIONES	Tobacco, yerba maté, rice, fruits, honey and wax.	Sub-tropical forest and fertile soil.

GOVERNMENT.

The form of Government is modelled on that of the United States, or the "representative, republican, federal" system. The Central Government deals with such matters as affect the State as a whole, but the governors of the provinces have extensive powers, and



THE PROVINCES AND TERRITORIES OF ARGENTINA.

are elected for terms of three or four years. The National Territories (those portions of the country which are not yet ranked as provinces) are administered by officials nominated directly by the President. The municipal government of the capital is exercised by a Mayor appointed by the President with the approval of the Senate, and a deliberative council elected by the taxpayers. The Argentine political constitution is exceptionally liberal.

Presidents hold office for six years and cannot remain in power for two consecutive terms. The Vice-President of the Republic is President of the Senate. The general election takes place about March or April, and the President takes office on October 12th of the year of election. The Senators and Deputies in office when the President takes office retain their seats. Senators hold office for nine years and Deputies for four years. Salaries are paid to these representatives and to the 30 Senators and 158 Deputies.

The electoral law prescribes a fine of $10 for citizens who fail to cast their votes, but the compulsion is not exercised.

Federal **Courts** deal with cases of national importance. They consist of the Supreme Courts, having five judges at Buenos Aires; five Appeal Courts, one with five judges at Buenos Aires and others with three judges each at La Plata, Paraná, Córdoba, and Rosario (Santa Fé); and courts of first instance in each of the provinces and territories.

Education :—The controlling authority is the Consejo Nacional de Educación, of which the Minister of Justice and Public Instruction is head. There were in 1929, 10,840 primary elementary schools with 49,212 teachers and 1,349,648 pupils. The Federal Government provides primary schools in the capital and in the Federal Territories as well as in certain of the Provinces; but the Provincial Government also provide elementary schools, and some privately-owned schools are recognized. The secondary and normal schools number 206, with 45,302 pupils.

There are five national **Universities**—Buenos Aires, Córdoba, El Littoral, Tucumán, and La Plata, and in them medicine is studied by 58 per cent. of the students and law by 20 per cent.

PAST PRESIDENTS.
(since 1916).

Dr. Victorino de la Plaza	1916
Dr. Hipólito Irigoyen	1916
Dr. Marcelo T. de Alvear	1922
Dr. Hipólito Irigoyen	1928
Lieut.-General José F. Uriburu (*Provisional*)	1931

President	General Agustin P. Justo.
Vice-President	Dr. Julio A. Roca.

MINISTRY.

Interior	Dr. Leopoldo Melo.
Foreign Affairs	Dr. Carlos Saavedra Lamas.
Finance	Frederico Pinedo.
Justice and Public Instruction	Dr. Manual M. de Iriondo.
War	Col. Manuel A. Rodríguez.
Navy	
Agriculture	Luis Duhau.
Public Works	Dr. Manuel R. Alvarado.

AGRICULTURAL RESOURCES.

Although Argentina is so widely identified with the meat trade, 65 per cent. of the exports of the country are agricultural as distinct from pastoral.

Approximately three-quarters of Argentina is classified as suitable for agriculture, and less than 10 per cent. is cultivated. About 3,700,000 acres are irrigated, mainly in the Provinces of Mendoza, Córdoba, San Juan and Tucumán. The area under cultivation is about 23,762,090 hectares, or slightly less than 60 million acres.

The distribution of these crops is determined primarily by climatic conditions. Grain is cultivated more or less in all the provinces of the north and centre and southward to Chubut, but mostly in the Pampean region. Cotton, rice, sugar and tobacco are products distinctively of the northern and north-eastern regions. Fruits are chiefly grown in the mountain valleys of the west and north-west and in the Delta of the River Plate.

Grain :—The yield per acre, although increasing of late years, remains low and could be improved by more intensive cultivation. Holdings are necessarily smaller than pastoral estates and 400-500 acres are tilled by the small farmer and his family. Upon large estates sharing agreements are made ; the landowner provides the house, seeds, animals and tools, and takes one-half of the harvest. Soil eligible for wheat is frequently sown in part with linseed or other grain as a measure of security. The alternation of the two crops results in larger yields from both.

The home consumption of wheat for seed and flour is taken at 2,440,000 tons and of linseed 230,000 tons.

Birdseed, or " alpiste," grown especially in Buenos Aires Province, is cultivated upon an extending scale.

Agricultural Production.

Kind of grain.	1932–1933. Sown area. Hectares.	1932–1933. Production. Tons.	1931–1932. Sown area. Hectares.	1931–1932. Production. Tons.
Wheat	8,009,000	6,405,993	6,999,000	5,979,300
Linseed	2,995,000	1,328,000	3,496,550	2,262,400
Maize	5,884,000	6,700,000	5,855,000	7,454,029
Oats	1,478,000	1,010,000	1,404,210	1,005,600
Barley	615,000	700,000	582,340	481,700
Rye	657,000	330,000	557,770	247,500
Canary-seed	45,855	31,000	50,410	39,500

The forecast of the areas sown to cereals and linseed for the crop year 1933-34 was as follows :—Wheat, 7,650,000 hectares ; linseed, 2,900,000 ; oats, 1,400,000 ; barley, 700,000 ; rye, 700,000 ; birdseed, 45,000 hectares.

Exports during 1931 and 1932 :—

Products.	1932. Tons.	1931. Tons.	Products.	1932. Tons.	1931. Tons.
Wheat	3,440,000	3,635,000	Rye	213,800	59,800
Maize	7,054,900	9,760 500	Canary Seed	4,000	8.000
Linseed	2,026,200	1,871,600	Wheat products	335,400	389,500
Oats	714,600	643,300	Hay	700	500
Barley	281,100	206,500	Flour	57,900	86,100

At the London Wheat Conference Argentina agreed to limit her exports to 110,000,000 bushels annually. The agreement holds until July 31, 1934.

Alfalfa :—A herbaceous plant belonging to the clover family, bears small kidney-shaped seeds in spirally-coiled pods. It is adapted to a wide range of conditions, and is grown from sea-level to altitudes of over 7,500 feet. Lucerne (*Medicago Sativa*) is the common name given to the crop in Europe.

Argentina has about 14,000,000 acres devoted exclusively to alfalfa, and carrying over 150,000,000 cows, sheep, and horses. The crop is cut five or six times a year, although as many as 10 cuts are sometimes made. The cutting benefits the plant. Before the introduction of alfalfa and of irrigation, many now fertile plains were arid deserts. The crop, although it does not enter directly into the export returns, provides a large part of the herbage upon which cattle are raised and is thus the pivot of a great industry.

Potatoes of good quality are grown remuneratively in other districts, notably in Santa Fé and parts of Mendoza, but the crops of the Buenos Aires province immensely outweigh all others. The crop in 1932 was 920,147 tons. The exportable surplus varies and the exports have ranged from 60,000 tons to 80,000 tons a year, but were only 37,925 tons in 1932.

Rice is grown on an extending scale in Tucumán Province, where at present about 15,000 hectares are sown, yielding about 33,000 tons. The main source of supply has been the Misiones Territory, with smaller quantities in Jujuy, Salta and Corrientes. Argentine home consumption is 80,000 tons annually.

Peanuts (or Mani) are an important crop in parts of Córdoba and Santa Fé, where they are sometimes sown after the failure of wheat-sowings. Annual production is about 78,000 tons from an area of 85,500 hectares, and is insufficient for local needs.

The production of **Cotton** in Northern Argentina is recovering. The area planted in 1931-32 was 136,159 hectares, yielding 36,686 metric tons, or 164,152 bales of fibre, and 84,333 metric tons, or 2,543,896 bags of cotton seed.

The Chaco Territory produces about seven-eighths of the whole. The single other important source is Corrientes, although crops are recorded in Santiago del Estero and Formosa. There is some local consumption and the exportable surplus goes mainly to Liverpool. Export: 1930—27,600 tons; 1931—25,000 tons; 1932—28,300 tons. The export of cotton seed cake was 36,299 tons in 1932.

In all 175,000 square miles are regarded as potentially suitable for cotton. The grading of the crop is rudimentary, into "primero" and "segundo" qualities. The Ministry of Agriculture has an office in Santa Fé to assist cotton culture.

Vegetable Oils are produced in increasing quantities. There are in all 33 factories, 16 of which are in the Federal Capital and the Province of Buenos Aires. The figures of production, in kilos, for 1932, were as follows :—Peanut, 12,743,075; turnip, 12,421,563; cotton, 5,715,307; linseed, 4,559,539; sunflower-seed, 895,958; spurge, 604,300; maize, 106,324; olive, 10,362.

Sugar, produced chiefly in Tucumán and to a smaller extent in Salta and Jujuy, has been grown upon a scale exceeding the requirements of the country, and exportation in view of the low market

has been unprofitable. Sugar prices are strictly controlled, and there are heavy duties on imported sugar. Internal consumption is estimated at 345,000 tons. The production has been :—

	Tons.		Tons.
1929	340,000	1931	345,800
1930	381,500	1932	346,300

British and other foreign capital is invested in the sugar industry. Beet sugar is produced in a factory in San Juan for local consumption

There are 38 mills, 28 of which are in Tucumán. These produced 16,085,910 litres of **Alcohol** in 1931, out of the Republic's total production of 21,784,187 litres. The total elaboration in 1932 fell to 11,306,729 litres, of which Tucumán supplied 6,396,592 litres.

Yerba Maté, of which the consumption within the country is probably 110,000 tons a year and mainly of Brazilian and Paraguayan origin, is extensively grown in Misiones and is being cultivated under favourable conditions in the Santo Tomé district of Corrientes. The Argentine production of 38,506 tons, from about 37,465 hectares, is being largely increased by European colonists. Mechanical preparation of the leaf has been improved.

Forest Produce :—The sub-tropical forests of the north furnish hard woods used in fencing and railway construction or for export to neighbouring countries. They are also sources of minor products including charcoal and resins. The forests cover 186,000,000 acres of land, or nearly 25 per cent. of the entire area of the country.

Much the more important commercial product is **quebracho,** a hard wood yielding a soluble tannin for the leather trade. The tannin is extracted in factories principally in the Chaco Territory and exported in solid form to Europe and the United States. Tannin is also extracted from logs less rich in tan, including algarroba and urunday woods.

The future of the quebracho industry is limited ; the number of trees is restricted, and under present methods their replacement is out of the question, for the tree takes 100 years to mature.

Exports : Quebracho logs, 1931, 88,800 tons ; 1932, 51,300 tons. Quebracho extract : 1931, 175,800 tons ; 1932, 188,100 tons.

Tobacco is grown mostly in Corrientes, Salta, and Misiones, where colonists produce three-fourths or more of the crop of 13,000 tons. Catamarca and Tucumán are the two other sources. Seed of several dark varieties is planted and the leaf is largely used in coarse cigars. An amount equal to that produced is imported annually. The Ministry of Agriculture is introducing better varieties of tobacco and is distributing seedlings. In 1933, 13,434 metric tons of tobacco were produced by 6,756 registered cultivators on an area of 11,110 hectares.

Fresh Fruit :—Fruit trees flourish in most parts of the Republic. The culture is best developed in the so-called Cuyo Provinces, i.e Mendoza and San Juan, upon irrigated lands. In particular their climate is favourable to grapes, including Almerians of the finest quality, which are grown to perfection in the open and exported to destinations as distant as England and the United States.

Fruit grown in Mendoza Province is shipped in the fresh state to the London market. Grapes, plums, pears, peaches, apricots, and melons, among other fruits, are boxed and sent by rail to Buenos Aires, warehoused in cold stores, and carried to England in steamers fitted with suitable refrigerating facilities. Argentine grapes arrive simultaneously with South African, and the best qualities command favourable prices. Shipments to Great Britain in the 1930-31 season were 150,000 boxes, with 102,000 boxes in 1931-32.

The grape harvest is at its height in Mendoza in March. The fruit season begins with cherries in December ; peaches and plums in early January ; and grapes are ready in February-March.

Oranges are grown for the local market in the north at Salta and Jujuy, in the north-east in Corrientes and Entre Rios, and also in the Tigre district near to Buenos Aires. Of the latter a few thousand boxes are now exported each year to England. A big orange packing plant, with a capacity of 2,000 cases a day, is operating 5 miles north of Concordia (Entre Rios). Cherries, apples, and peaches are also produced in the delta of the River Plate, and good pears in the large new orchards of the Rio Negro district.

Grape fruit of a darker colour and thinner skin than the varieties mostly consumed in England and North America has been planted successfully within the railway zone in North-eastern Argentina, and a ready market is found in Buenos Aires. The growing of miscellaneous tropical fruits for market is being tested in Misiones, where fruits ripen several weeks earlier than in districts southward. Excellent bananas and pineapples have been produced and superior oranges like the Paraguayan variety.

The large fruit production in the Delta of the Parana, near Buenos Aires, has encouraged the development of a canning and jam industry which is now able to supply local requirements.

The main export of fresh fruit is towards Uruguay and Brazil.

The **wine** industry centres chiefly in Mendoza and San Juan. The consumption is chiefly local, but since there is a surplus production prices are naturally depressed. It is calculated that 143,200 hectares are cultivated for the production of grapes for the wine industry. Production : 1929, 3,100,000 casks of 200 litres ; 1930, 1,900,000 casks ; 1931, 1,800,000 casks ; 1932, 105,505 casks ; 1933 (estimated), 2,000,000 casks.

LIVESTOCK.

Cattle :—The virgin pastures have been occupied, and, short of improvement of the herbage by a more intensive culture, the country is regarded as fully stocked with cattle. The number of head of cattle was returned at 32,211,855 in 1930.

The presence of the cattle tick prevents the spread of cattle-raising to the northward, and the country south of the Rio Negro is generally best suited for sheep. Buenos Aires Province with Entre Rios, Corrientes and Santa Fé are the principal sources of good cattle, but both cattle and sheep are raised in nearly all parts of the pampas, north as well as south.

Census particulars reveal a large predominance of Shorthorns (18,109,465), Herefords (2,786,064), and Aberdeen-Angus (1,256,189). The value of the best specimens is indicated by the prices realized in the auction ring. £4,000—£5,000 for prize animals are often realized.

Sheep :—Lincolns are most widely diffused throughout the country, and crosses of Lincoln and Merino provide a large part of the mutton supply. The relative importance of the several breeds is suggested by the Census returns (1931) : Lincoln (14,504,005), Argentine Merino (13,191,306), Romney Marsh (7,556,531), Corriedale (3,397,469), Australian Merino (1,132,607), Oxford Down (24,667), Hampshire Down (368,382), with considerably smaller numbers of others.

Improved types of sheep are in use southwards from Corrientes to Tierra del Fuego ; a few degenerate descendants of Spanish Merinos are kept on the hills of the north-west. Pure Merino sheep are raised in Corrientes and areas of deficient rainfall in Chubut and Rio Negro Territories. Crossed Lincolns of large frame, bred primarily for mutton, are kept in Buenos Aires Province, with generally lighter crossed breeds in the rest of the country.

The total number of sheep in 1930 was 44,413,221. Goats abound in the northern provinces. A total of 5,647,396 was recorded in 1930.

Horses :—The excellent quality of Argentine horses has been demonstrated by the large numbers purchased by the British Government for the purposes of at least two wars and again by the capital performance of the ponies brought by a succession of polo teams. Hackneys are probably the most promising breed for export to distant countries.

Fifteen breeds are recorded in the Stud Books of the Argentine Rural Society. The larger part of them are heavy draught animals, Percherons, Clydesdales, and Shires. The lighter breeds include Hackneys and Arabs.

The number of horses recorded in the 1930 census was 9,858,111 ; asses and mules, 1,039,420.

Pigs :—The stock of pigs was given as 3,768,738 in 1930. They are chiefly of the Duroc Jersey and Berkshire breeds, with Middle Whites in the colder parts of the country, and half a million Poland-Chinas. Pig carcases are exported frozen, and to a smaller extent salted, apart from the home consumption.

The alfalfa pastures produce good muscle, maize for fattening is abundant, and the by-products of dairying are available upon an increasing scale. A larger production of pork is probable in the near future.

THE ARGENTINE MEAT TRADE.

Frigorifico slaughterings :—

	Cattle.	Pigs.	Sheep.
1931	3,104,707	748,596	5,119,870
1932	3,087,120	810,339	4,814,257

The figures for the export of meat from the " frigorificos " during the last three years are as follows :—

Year.	Carcases Frozen Mutton.	Quarters Frozen Beef.	Quarters Chilled Beef.
1930	3,508,500	739,000	4,901,600
1931	4,086,600	465,000	4,863,300
1932	3,320,600	220,600	4,497,200

	1932. Tons.	1931. Tons.
Frozen and chilled meat ..	484,800	524,700
Frozen sundries, canned meats and " tasajo "	89,400	103,900
Tallow and melted grease ..	63,800	60,700

Of the 18 freezing works in the Republic, 13 are on the River Plate and at Bahia Blanca and 5 in Patagonia. About 1,100,000 cattle and 2¼ million sheep are treated in Uruguayan frigorificos, and these, although outside Argentine jurisdiction, form an integral part of the River Plate meat trade.

THE FRIGORIFICOS

Before the erection of freezing works, salted and dried meats were in general use, and limited quantities were exported to Europe. This meat is commonly known as " jerked beef " and in Argentina as " tasajo." It is still used in places where it is almost impossible to keep fresh meat. As the meat-drying plants could produce jerked beef from inferior cattle, and as the demand was limited, there was no inducement to develop good breeds of livestock.

The erection of freezing works did much to improve the Argentine livestock industry. Better prices were paid by the freezing companies for the better quality of cattle. The estancieros were quick to see where their interests lay and a practice developed of importing the best British bulls.

The River Plate frigorificos purchase cattle and sheep directly from the producers, or from owners and agents who sell their livestock at the public lairages in Buenos Aires. Most of the cattle are purchased in the country and shipped in trainloads from the estancias to the frigorificos, where the beef is prepared and loaded directly into ocean steamers.

The establishments are large and equipped to deal with a total of 25,000 oxen or 60,000 sheep per diem.

The meat for which Argentina has become particularly famous is chilled beef, carried to the European markets at a temperature of 29 deg. F. to 30 deg. F., and arriving in a soft condition ready for immediate consumption. It is to be distinguished from frozen beef which is carried at a much lower temperature, and has to be thawed before it can be used.

After chilled beef has been prepared in the packing-house, it is inspected by a Government inspector who makes certain that it is free from disease. It is washed with clean water, classified according

to quality and sent to the cooling-room for at least twenty-four hours. Next, it is removed to a chilling-room for forty-eight hours or until it is loaded into a meat boat. It must be shipped within seven days after the bullock has been dressed, as it is subject to rapid deterioration unless handled expeditiously.

When a side of beef is ready to be loaded, it is divided into two equal parts, producing a hind-quarter and a fore-quarter. These quarters are wrapped in stockinette and again in Hessian cloth as a protection against dirt and damage in transit. They are lowered into the insulated chambers of a meat boat, placed on hooks and exposed to a temperature two or three degrees below freezing, and this temperature has to be maintained throughout the voyage.

Frozen beef is not subject to rapid deterioration and does not require such careful handling. It is as wholesome as chilled or fresh beef, but usually sells at a discount.

Within a few years Argentina has become one of the greatest beef-producing centres of the world, and a mutton and lamb producer of no mean importance. The quality of the latter is not yet comparable with Southdown mutton or Canterbury lamb, but in chilled beef Argentina has no prospective rival capable of producing such good quality at such low prices.

Meat is preserved by other means than refrigeration, and a full account of the products of the meat trade must take account of the cooking and canning of meats and tongues, the manufacture of meat extract, sausage and jelly, the salting of beef and pork, the curing of hams, the drying and salting of tripe and other offals.

The by-products of the meat trade are more numerous than is generally recognized. Apart from the inedible fats commonly sold as tallow, a variety of edible beef and mutton fats are produced and used to make margarine, lard substitute for cooking and for industrial purposes. According to their kind, bones are used to manufacture bone articles, or to be converted into glue, and the residue of glue-making serves to make animal charcoal for sugar refining, black pigments, poultry foods, manures, or to make potters' china. Hair and bristles, horns and hoofs, ox-galls, dried blood, and sausage casings are all utilized.

PRODUCTS OF THE LIVESTOCK INDUSTRY.

The products of the livestock industry constitute some 35 per cent. of the value of the national export.

The **wool** season opens in Argentina in October. The stocks held in the port warehouses are often large, varying with the seasons and the demand. Argentine wool finds its chief market in Europe. Argentina is second only to Australia among the exporting countries of the world, producing something like 10 per cent. of the world's supply.

Wool on the Buenos Aires market is quoted in paper dollars and per 10 kilos. Sheep's wool is dealt in mainly in eight qualities. Lambs' wool is classified in four qualities. Argentine wool is packed

in bales of about 420 kilos. The exports have been :—

Season.	Bales.
1929-30	321,241
1930-31	357,126
1931-32	322,232
1932-33	405,673

About one-third of the production is sold in Buenos Aires, and the neighbouring warehouses in Avellaneda are capable of storing approximately half the clip. Large facilities exist also at Bahia Blanca.

Hides :—The annual production of about 6 million cattle hides and 1½ million calfskins makes Argentina one of the chief sources in the world. The varities are known according to their origin as Frigorifico (from the superior animals slaughtered at the freezing works) ; Saladero (from the meat-drying works) ; Matadero (from the city abattoirs) ; and Campo (country hides). The hides are exported both in the wet salted state and in a dried condition, and are largely used both in North American and European tanneries. The exports, in tons, are as follows :—

	1930.	1931.	1932.
Dry ox hides ..	18,300	13,500	12,600
Salted ox hides ..	118,700	103,200	98,100
Horse hides ..	1,700	1,500	1,600
Sheepskins ..	20,800	21,500	20,200
Goatskins	2,700	1,900	1,400

Horsehair is collected, graded as " South " or " West," and as " mixture " or " long tails," and is exported in quantities of about 2,800 tons a year. Cattle hair, in the form of ear hair for making artists' brushes and tail hair, is exported, as well as hog bristles.

AGRICULTURAL PRODUCE.

Dairying :—Dairy farming presents an alternative to beef production and the natural conditions favour **butter** making. Development is proceeding rapidly with the aid of improved dairy cattle and the most modern creamery equipment. Butter as fine as Danish, Irish, New Zealand or Australian can be made in Argentina. The grasses are so succulent in early summer that an extremely delicate-flavoured butter like the finest Normandy can be produced. Uniformity of quality has been attained in the best brands.

The annual production is now 40,000 metric tons. Exports : 1931, 23,200 tons ; 1932, 25,400 tons (13,581 tons to Great Britain).

Cheese :—Experiments show that the climate is naturally suitable for the production of cheeses of the Cheddar, Cheshire, Leicester and Derby types, and good Cheddar has been produced at Tandil. The local market is fully supplied from local sources and the export of casein has almost completely superseded that of cheese. The total annual production is about 45,000 metric tons. Export : 1931, 480 tons ; 1932, 693 tons.

The output of **casein** equals possibly three-fourths of the world's supply. It has varied uses in industry, notably in the manufacture of buttons, galalith fancy articles and in paper making. The United States and Germany are the principal markets. Export : 1930, 13,707 tons ; 1931, 14,000 tons ; 1932, 17,700 tons.

Eggs and Poultry :—Large areas are suitable for poultry-farming, and in parts of Entre Rios Province the production of fowls and eggs for market has extended considerably. Information on the subject for the instruction of smallholders is circulated by the Government and special facilities have been given for the transport of poultry and eggs. The 1930 census gave a total of 37,323,185 fowls. Table fowls, inclusive of turkeys for the English Christmas, are exported in refrigeration. The import of eggs has fallen considerably, and exports are rising. Exports : 1930, 968,820 dozen ; 1931, 2,606,107 dozen ; 1932, 2,479,703 dozen.

Bee Culture :—Except in Mendoza and in the irrigated Rio Negro territory—the two sources of fine-flavoured honey—little attention has been given to the production of honey and beeswax for market. Great tracts of country carry suitable flora and it has been shown in Buenos Aires Province that good honey harvests can be obtained in three months. The production of honey has increased. There are some 133,000 hives yielding about 4,500 tons. Satisfactory prices are obtained in London.

THE FUR TRADE.

The local production of undressed **furs** exceeds the domestic demand and the quantity exported has been increasing steadily within recent years. Argentina is the world's principal source of supply for guanaquito fur (the pelt of the young guanaco). Very few chinchillas are found at present and an attempt is being made to breed them. The Government has granted a tract of land for this purpose. Other furs produced in Argentina include fox, skunk, rabbit, hare, nutria, wild cat, otter, viscacha, and wolf.

MINERAL WEALTH.

Petroleum :—Oil is obtained on a small scale in the Northern Andine region, at Tartagal in Salta, and Sosneado, in Mendoza, whence a larger supply is anticipated. The principal source is at Comodoro Rivadavia, on the Chubut coast, where there are about 732 wells, some 470 of them Government-owned. Oil from this point is conveyed by tank steamer to the national distillery at La Plata. The oil is asphaltic with about 10 per cent. of light products. Oil with about 60 per cent. of light constituents is obtained at Plaza Huincul (Neuquén Territory). The Yacimientos Petrolíferos Fiscales is the oil-controlling department of the Government. Oil is used increasingly as fuel upon the railways.

PETROLEUM OUTPUT.
(in cubic metres).

District.	State Production. 1931.	State Production. 1932.	Private Production. 1931.	Private Production. 1932.
Chubut (Comodoro Rivadavia) ..	748,337	774,283	747,809	841,845
Neuquen	101,895	93,525	158,554	193,350
Salta	23,359	19,147	5,623	4,285
Salta	23,359	19,147	75,835	142,334
Mendoza	—	—	5,623	4,285
Total	873,591	886,955	987,821	1,181,814

Total production 1931 1,861,412 cubic metres.
id. 1932 2,068,769 ..

Although Argentina has a variety of **minerals,** deposits of most of them are either poor or inaccessible, and, with the exception of petroleum, salt, bismuth ores, and lime, are not exploited to any extent.

Argentina produces the following mineral raw materials in varying quantities : Limestone, lime, gypsum, sodium sulphate, borona-trocalcite, salt, lead ores, and lead (pig lead). The present annual output of salt cake amounts to approximately 1,000 tons.

The most important **gold** deposits are found in the territory of Los Andes, and parts of Jujuy, Salta, and Catamarca. Auriferous seams and quartz deposits exist in the provinces of San Juan, Mendoza, Córdoba, San Luis, and the territory of Neuquén.

The zone of Puna de Atacama (comprising Los Andes and parts of Jujuy, Salta, and Catamarca) is the chief **silver** bearing region. Next comes the district of Famatina, in La Rioja.

In the north of Argentina the best-known deposits of **copper** lie in the district of San Antonio de los Cobres, in the Puna de Atacama and in the province of Salta. Important deposits exist in the Capillitas district of Catamarca and in Famatina. Wolfram and tin are found in the provinces of San Luis, Catamarca, and La Rioja. Vanadium veins form part of the Andine mineral system. Manganese has been found in abundance in Córdoba, Santiago del Estero, and Tucumán, with iron ore in conjunction. Sulphur has been worked to some extent with asbestos, mica and talc. About 4,500 tons of lead ores are produced annually.

Salt deposits are numerous. Great salt beds occupy the lower half of the extensive undrained basins of the central provinces. The best known are the " Salinas Grandes " in the Puna de Atacama. Other important sources are near the coast, such as Salinas Chicas, near Bahia Blanca. **Borate** fields are worked in the Puna region and elsewhere. Building stone, the ornamental stone known as Brazil onyx, marble and clay are worked in many places. The Malagueño limestone quarries, in Córdoba, are important.

Coal is worked in a small way in Mendoza and San Juan, and strata exist southwards in Neuquén and Chubut. The quality is low and the deposits are remote.

NATIONAL DEBT.

Consolidated Debts.	Internal.	External.
	Argentine Paper.	
Dec. 31, 1932 ..	$1,451,938,253	$942,494,570

Note.—Exchange taken at par in respect of the External Debt.

FOREIGN TRADE.

The National Statistical Department reports the following :—

	Imports. Gold Pesos.	Exports. Gold Pesos.
1932	367,956,400	566,366,400
1931	516,336,800	639,105,858
1930	739,182,744	614 104,180
1929	861,997,355	953,743,939
1928	836,707,729	1,054,507,653

In the trade between Argentina and Great Britain the value of exports from Argentina heavily exceeds that of imports from Great Britain.

Year.	United Kingdom exports (domestic) to Argentina. £	United Kingdom imports from Argentina. £	Excess of imports. £
1929 ..	29,074,250	80,203,759	51,129,509
1930 ..	25,234,173	54,714,758	29,480,585
1931 ..	14,785,467	52,613,039	35,827,572
1932 .	10,663,101	50,870,371	40,207,270

British Capital :—The amount of British capital invested in Argentina and quoted upon the London Stock Exchange was £427,793,043 at the end of 1932. Of this sum, £275,143,816 is represented by railway securities, and £52,967,073 by Government Bonds, and £99,682,154 miscellaneous.

A recent estimate places the total foreign capital invested in Argentina at about £800,000,000, of which £550,000,000 stands to Great Britain's account, about £85,000,000 to that of France, and £68,829,000 to that of the United States.

The **import tariff** in Argentina is in the main a valuation tariff. Values are assigned to goods belonging to particular classes and duties are levied upon these bases. Upon certain selected articles the duty is specific and levied upon the weight of the material.

INDUSTRIAL DEVELOPMENT.

Argentina is primarily an agricultural and pastoral country, and the lack of iron and coal militates against the development of its manufacturing industries. At present 75 per cent. of the manufactured products used are imported, and much of the foodstuffs prepared within the country is imported in a partially manufactured form. In spite of difficulties, however, there has been a notable development of the manufacturing industries during recent years.

The primary manufacturing industries are those based upon Argentine supplies of raw material, such as the meat packing, flour milling, sugar refining, wine making, quebracho extracting, tanning, brewing and baking businesses.

Both the largest and the most numerous of domestic factories are those fabricating textiles (which import their yarn from abroad). There are 320 cotton mills, employing 24,000 operatives. Six mills now spin cotton ; five of these have weaving departments, consuming nearly all their own yarn. There are 79 ginning establishments, giving a net yield, in 1930-31, of 30,051 metric tons of ginned cotton fibre and 74,483 metric tons of seed.

Cane sugar cultivation in the north of the Republic has given rise to a flourishing sugar-making industry, represented by about 50 mills and refineries and about 30 distilleries, employing altogether 100,000 workpeople.

Iron and steel manufacture is advancing in the Republic, where many articles, from small screws to highly complicated foundry products, are now turned out. Ornamental ironwork is a speciality.

The progress achieved in glass-making is remarkable, and many beautiful and artistic glass vases and other articles stamped " Made in Argentina " are on the market.

Boot factories equipped with the most modern plant and employing 42,000 people are turning out footwear nearly equal to the best imported. Soap-making has become one of the most florishing of the Argentine industries. Shipbuilding is another notable activity, one large concern at Buenos Aires employing over 1,000 workmen. Tanning has made a substantial advance. Furniture-making has developed into an important occupation, and the Argentine factories produce some very handsome cabinet and other work. There are also many well-equipped breweries, producing on an average 35,000,000 gallons of excellent beer per annum, while a large number of tobacco factories are utilizing the Argentine-grown weed.

A number of establishments are devoted to the manufacture of jute bags, apparel, felt and straw hats, electrical fittings, confectionery, preserved foods, wine and mineral waters, perfumery, soaps, paper and printing, cardboard, candles, vinegar, paints and varnishes, tiles, and leather goods. The Government produces alum and sulphuric acid. There are 26 alcohol distilleries with a total output of 22,000,000 litres, of which 16,000,000 litres are from molasses. A factory for making pneumatic tyres has been opened near Buenos Aires. There are 13 paper mills turning out about 47,000 metric tons of paper, or a little less than half the local consumption.

The potential **Hydroelectric** power in Argentina is estimated at 5,000,000 horse power. Of this only about 35,000 horse power has been developed. Most of the larger stations are in the Provinces of Córdoba (on the Rio Primero) and Mendoza (on the Rio Mendoza and the Canal Zanjon). Great distances separate the potential sources of energy—the Iguazu Falls, Rapids of Apipe, and the falls of the Salto Grande—from the consuming centres.

Flour Milling has an annual production second only to the meat-packing industry. The mills number 500, of which only 30 have a capacity exceeding 80 tons per day. The annual output is about 1,330,000 tons, of which about 12 per cent. is exported, chiefly to Brazil.

Oil-crushing and oil-cake making are carried on chiefly for national requirements. Ground nuts, linseed, colza, cotton, rape, spurge, sunflower, olive, maize and castor are the chief materials used, in quantities up to 125,000 tons a year. The annual production of vegetable oils has increased from 19,000 metric tons in 1925 to 26,000 metric tons to-day.

Cement is manufactured at five separate works to an estimated total of 233,000 tons per annum, or about one-third of the total consumption.

The eight-hour working day law became effective throughout the Argentine on June 2, 1930.

Railways :—The country is immeasurably the best served part of South America in respect of rail communication. At the end of 1932 the mileage open to traffic, and inclusive of provincial and

secondary lines, was 21,858. Particulars of the chief lines are given in the later chapter "Railways of Latin-America." Diagrams to show the areas served by the individual undertakings appear in the present chapter. The railways convey some 46 million tons of traffic and (including the suburban traffic of the capital) about 134 million passengers per annum.

Roads :—Argentina is still without a system of surfaced roads. The city and municipal area of Buenos Aires are reasonably well paved, as well as some of the important towns of the interior. Of macadamised roads, principally in the province of Córdoba, there are less than 5,000 kms. in the whole country. The remaining roads are earth graded or merely natural earth tracks. The total length of all roads is 215,905 kilometres, made up of 140,086 kilom. natural earth roads, 71,400 made up roads, and 4,419 kilom. concrete or macadamized roads.

POSTS AND TELEGRAPHS.

Postage Rates :—Internal, 10 cents for each 20 grammes or fraction. To other countries, 15 cents for first 20 grammes or fraction, and 10 cents per 20 grammes or fraction thereafter. Letters from U.K., 2½d. first ounce, and 1½d. per ounce afterwards.

Air Mail :—Letters from U.K. *via* France take about 9 days, and require prepayment at rate of 4s. per half ounce in addition to ordinary postage. Rates from Argentina to England, $1 paper per 5 gramme or fraction, plus ordinary foreign postage ; minimum weight, 20 grammes, $0.10 cents for each additional 20 grammes ; printed matter and samples, $2.00 per 50 grammes or fraction.

Telegraph Rates :—6 cents per word plus tax of 20 cents per telegram. Maximum, 100 words. Foreign languages, double tariff.

Cable Rates :—Ordinary rate to England, $1.82 paper per word. Deferred, $0.91 paper.

Wireless Telegraphy :—International communication is provided by two companies, *Radio Argentina* (Madrid and New York), and *Transradio Internacional* (London, Paris, Berlin, New York, Amsterdam, Brussels, Madrid, Rome, Asunción del Paraguay, Rio de Janeiro, Santiago de Chile, and Yacuiba in Bolivia). Ordinary rate to Europe, $1.82 paper per word.

Wireless telegraphic communication with shipping is maintained by both companies and by the Argentine Post Office at Pacheco.

Telephones :—There are many trunk lines, as from Buenos Aires to Bahia Blanca, to Mendoza, San Juan, San Luis, and Villa Mercedes. Posadas is now linked with Encarnación (Paraguay). Subscribers in Argentina can communicate with the Telefonica Nacional of Uruguay, the Compañia Telefonica de Montevideo, and the Chile Telephone Company. A direct service has been opened with Rio de Janeiro (Brazil).

Wireless Telephony is available by following direct routes and thence by ordinary landline systems or wireless relay :—*Transradio*, London, Paris, Berlin, Madrid, Rio de Janeiro, and experimentally to Amsterdam, Brussels, and Rome. *Cia Internacional de Radio*,

with London, New York, Madrid, Paris, and Berlin. These companies provide landline linking facilities with local and Uruguayan telephone systems.

Radiophotographs can now be transmitted to and from Buenos Aires and Denmark, Australia and Germany.

Broadcasting is carried on from 43 stations, 19 of which are in Buenos Aires.

PRESS.

The principal publications are :—

Buenos Aires Dailies : " La Prensa," " La Nación," " El Mundo," " La Fronda," " La Razon," " Noticias," " El Diario," " Critica."

British Dailies : " The Standard," " The Buenos Aires Herald."

Reviews : " Caras y Caretas," " El Hogar," " El Mundo Argentino," " Atlantida " " Para Ti," " Aconcagua," " El Suplemento."

English Language : " Review of the River Plate," " The Times of Argentina," " Britannica " (organ of the British Society), and " The Argentine Magazine."

CURRENCY, WEIGHTS AND MEASURES.

Currency :—Gold is not in internal circulation, but the basis of the monetary system is the gold dollar, or peso oro, sometimes known as oro sellado (coined gold), and written $o/s. Gold is the normal currency in external transactions and the exchange value has now been pegged to the French franc at 12.38. The legal weight (8.0645 grammes) of the " Argentino," or 5-peso gold piece, corresponds closely to that of the British sovereign.

Paper dollars form the chief circulating medium and the oro papel or moneda nacional, written $m/n, bears a fixed relation to gold. Under the Law of 1899, notes are convertible at the rate of 44 centavos. The paper dollar has a par value of $23·5545 to the U.S. 10-dollar piece.

The currency in actual use consists of paper notes ranging from $1·000 to 50 centavos ; nickel coins of 20, 10 and 5 centavos and copper 2 and 1 centavo pieces. The par equivalents of the fractional currency are :—

5	centavos	=	1·04 pence
10	,,	=	2·09 ,,
20	,,	=	4·19 ,,
50	,,	=	10·49 ,,

WEIGHTS AND MEASURES.

The legal system is the metric, but the Spanish system is also used, and in some places the old Argentine system :

WEIGHTS.

1 Grano	=	0·769273 grain (avoirdupois)
1 Adarme (36 granos)	=	27·693832 grains.
1 Onza (16 adarmes)	=	1·012803 ounces.
1 Libra (16 onzas)	=	1·012803 pounds.
1 Arroba (25 libras)	=	25·320080 pounds.
1 Quintal (4 arrobas)	=	3·617153 quarters.
1 Tonelada (20 quintals)	=	0·904288 ton.

LINEAL MEASURES.

1 Pulgada	=	0·947086 in.
1 Pie (12 pulgadas)	=	0·947086 ft.
1 Vara (3 pies)	=	0·947086 yd. 2·841258 ft.

1 Legua (Spanish) (league) = 6,000 varas = 3·228703 miles.
1 Legua (Argentine) (league) = 3·106912 miles.
In Buenos Aires Province, 1 square league = 1,600 squares = 6,672 acres.
National lands, 1 square league = 1,600 squares = 6,177·85 acres.

CAPACITY (LIQUID).

1 Cuarta	= 1·04552 pints (0·52276 quart).
1 Frasco	= 4·18208 pints (2·09104 quarts).
1 Galón	= 6·691328 pints (3·345664 quarts).
1 Barril	= 66·91328 quarts (16·72832 gallons).
1 Pipa	= 401·47968 quarts (100·36992 gallons).

CAPACITY (DRY).

1 Cuartilla	= 7·549188 gallons (0·9436485 bushels).
1 Fanega (4 cuartillas)	= 30·196752 ,, (3·774594 bushels).

CUSTOMARY MEASURES.

The average weights of standard packages or Argentine produce, are as follows :—

Bale of Wool	420 kilos.	Bale of Hay (alfalfa) ..	50 kilos.
,, Sheepskins ..	400 ,,	Pipe of Tallow	400 ,,
,, Hair	400 ,,	Cask of ,, ...	160 ,,
,, Goatskins	370 ,,	,, Butter	25 ,,

Weights in Use for Hides and Sheepskins.

A pesada of dry hides (35 libras)	= 35·448105 pounds.
A pesada of salted hides (60 libras)	= 60·76818 pounds.
A pesada of washed sheepskins (30 libras)	= 30·38409 pounds.

SETTLERS IN ARGENTINA.

Immigration :—The laws have long favoured the immigration of farmers, labourers, and artisans of less than 60 years of age, seeking to settle in the country. On arrival, the immigrant is lodged free for five days at Government expense in the Immigrants' Hotel, a model establishment which houses as many as 4,000 persons at one time. Immigrants' baggage, tools and furniture are free of customs duties.

The table below shows the overseas migratory movement during the past three years :—

Year.	Immigration.	Emigration.	Balance.
1930 ..	133,183 ..	67,504 ..	65,679
1931 ..	63,665 ..	59,706 ..	3,959
1932 ..	31,267 ..	43,386 ..	—12,119

The immigrant can change his money without cost, at a branch of the National Bank. He is instructed in his own language by cinematograph lectures as to the agricultural and industrial conditions of the several parts of the country, and he with his family is carried gratis, by rail or steamer, to the point where he wishes to reside. If taken ill in the Immigrants' Hotel, board, lodging, and medicine are provided at the expense of the State.

Note :—For the moment, owing to unemployment, Argentina is not encouraging immigrants, unless they can show they have a definite contract for work which assures them subsistence.

Land for Settlers :—Of the 691 million acres composing the area of Argentina about one-fifth are accounted for by forests, towns, villages, rivers and mountains ; more than 384 million acres are available for agriculture or stock-farming, or enough to support about 100 million people.

The acquisition of land for agriculture is still comparatively easy, but the market prices of good rural properties are not low. The price varies greatly according to the situation. At 50-100 miles from Buenos Aires land may be worth over £16 per acre. At 250 miles distance there is land at £8 an acre, and in the Pampa and the southern territories land can be got at £1 to £3 the acre. Agricultural land is frequently sold by annual payments spread over four or five years.

The Government owns State lands and sells and lets them at low prices. These are suitable for agriculture, and still more so for stock-breeding, on account of their situation and transport facilities.

Colonization :—The system of small ownership of arable land is less general than arrangements for sharing the produce of small parcels of land with the landowner. It is recognized that the country has reached a stage at which the settlement of pioneer immigrants should be encouraged by the grant of land, and attempts have been made at legislation providing for the compulsory breaking up of estates into small holdings.

A scheme of land-settlement, devised with this fact in view by the chief railway companies, has been approved in principle by the Government. A joint undertaking, the Railways Colonization Consortium, has been formed to take charge of lands situated in the regions served by the several lines. The companies agree to forego profit on the sale of land to colonists, to accept payment for land, buildings and plant by instalments, and in some conditions to advance funds to suitable settlers. The scheme provides for the formation ultimately of co-operative stores and the creation of village centres ; each railway company superintending the areas along its own route.

A new British Settlement, Victoria, consisting of 200,000 acres of forest land, has been opened on the Upper Paraná River. Plots are large or small according to the means of the settler, but the minimum capital required is £500 per man, and more per family. The London offices are at 53 Haymarket, S.W.1.

There are State lands in Patagonia available for settlers suitable for sheep-farming. In the cotton-growing districts of the Chaco, in Corrientes, Salta, and Tucumán, close settlement is being encouraged by the Provincial Governments. It is proposed, however, to introduce small holdings upon lands in the centre of the country at present occupied by large estates.

In the Rio Negro valley a few thousand acres have been converted into irrigated small holdings by the initiative of an Italo-Argentine company, and homesteads have been set up, preferably for Italians already experienced in Argentine conditions. An irrigation canal constructed by the Great Southern Railway for the National Government flows for 120 kilometres from the River Neuquén, above the confluence with the River Limay, to the valley of the Rio Negro. It irrigates about 60,000 hectares, which are rapidly being colonized.

The Jewish Colonization Association, founded by Baron Hirsch in 1892, owns over half a million hectares in Buenos Aires, Santa Fé, Entre Rios, Santiago del Estero, and La Pampa. The Association

sells land to colonists at cost price in lots of 25–400 hectares and makes advances of funds. The capital of the colony is Rivera, to which a line has been built from Carhué.

The Eldorado Company owns 250,000 hectares of land 250 kilometres north of Posadas and 100 kilometres south of Puerto Aguirre. Over 7,000 people have been settled on their own lots. The principal products are citrus fruits, tobacco, yerba maté, bananas, pineapples, manioc, maize, and vegetables. The colony can be inspected by tourists coming back from the Iguazu Falls. There is a good bungalow hotel (40 beds ; $8–12, complete pension).

Cost of Living :—" Rent is a most serious item. A single man can obtain a bed-sitting room in a respectable boarding-house at approximately $160 per month, inclusive of light breakfast and an evening meal, with lunch on Sunday, whereas a small flat, such as a married junior commercial employee would expect to occupy, could not be secured at a rental of less than $140 to $180 paper per month. A suburban villa similar to that occupied by a senior commercial clerk could not be secured here under the equivalent of £280 to £300 per annum.

" Other household expenses are also inclined to be high. The average wage paid to a general servant in the city of Buenos Aires is $70 paper per month. The cost of furniture is at least double what it is in the United Kingdom. All foodstuffs are more expensive than in Great Britain, not excluding bread and flour. All clothing costs considerably more than in the United Kingdom. A winter suit such as worn by a middle-class employee costs about $180, an English imported soft felt hat costs approximately $30, boots also being about 30 pesos. Children's clothing is proportionately even more expensive than that for adults.

" No person over the age of 21, with one or two years' commercial experience, can be recommended to accept a salary of less than $350 to $400 paper a month."—*Review of the River Plate.*

Wages :—Factory wages are approximately $6.50 per day (men), and $4 (women). The minimum wage for Government employees is $6.40 for persons over 18. Rural wages are upon a lower level and the rural cost of living is low. A Presidential Decree issued in 1929 put into force the eight-hour day law.

National Flags :—Foreigners are not allowed to hoist their national flags in the Argentine without special permission, and on condition that it is flown with, and to the left of, the Argentine flag.

TOURS IN ARGENTINA.

An idea of the cost of touring Argentina and portions of the neighbouring countries is obtainable from the prices of the combined railway and hotel tickets issued by tourist agencies. The costs show a natural variation relative to the distances covered, the periods of sojourn, and class of hotel. The following itineraries are given as typical summer excursions. Notably at the seaside hotels a considerable reduction is made to travellers " en matrimonio " and in winter some hotel charges are reduced. The particulars are given as approximations only, not as binding quotations. The

prices are in " moneda nacional " of a par value of 20.95 pence, at which rate $100 = £8 14s. 7d.

SUMMER EXCURSIONS.

The following are typical tours, but there are numerous others. Enquiries should be made at the Exprinter Tourist Agency.

Buenos Aires—Patagones—Viedma—Pilcaniyen—Bariloche (Lago Nahuel Huapi)—Llao Llao—Isla Victoria—Correntoso—Puerto Blest—Laguna Frias—Buenos Aires. Twelve days. All included, $370 At Bariloche a visit may be paid to Lakes Gutiérrez and Mascardi at an additional cost of $25.

Buenos Aires—Bariloche—Lago Nahuel Huapi—Gutiérrez—Mascardi—Valle Rio Limay—Lago Traful—Correntoso—Puerto Blest—Laguna Frias—Buenos Aires. Fifteen to sixteen days. All included, $460—$470.

Buenos Aires—Zapala—San Martin de Los Andes—Lago Lacar—Bariloche—Lago Nahuel Huapi—Correntoso—Puerto Blest—Laguna Frias—Buenos Aires. Seventeen days. All included, $610. A deviation fro Laguna Frias to Peulla, lasting from three to seven days, costs $815 upwards, according to the number of days taken.

Buenos Aires—Patagones—Viedma—Punta Rieles—Bariloche—Correntoso—Puerto Blest—Laguna Frias—Casa Pangue—Peulla—Buenos Aires. Fifteen to sixteen days. All included, $485—$495. Another, which follows this as far as Peulla, and then runs Peulla—Puerto Varas—Puerto Montt—Valdiva—Osorno—Buenos Aires, takes 22 days and costs $635. Another, taking 29 days and costing $1,065, breaks off from the above at Valdivia and runs Valdivia—Conception—Santiago de Chile—Valparaiso and Vina del Mar—Buenos Aires.

An excursion to Santiago and Vina del Mar by the Transandine costs from $450 to $500, according to comfort, and takes 11 days.

An excursion to Valparaiso, Santiago, Conception, and Valdivia takes 18 days and costs from $545 to $610.

A tour through Chile, Bolivia, and Peru: Buenos Aires—Santiago—Valparaiso—Antofagasta—La Paz—Cuzco—Arequipa—Mollendo—Callao—Lima—Valparaiso—Buenos Aires. Thirty-seven days, quotations on application.

Buenos Aires—La Paz—Cuzco—Arequipa—Mollendo—Callao—Lima—Valparaiso—Santiago—Buenos Aires. Thirty-four days, quotations on application.

Buenos Aires—Mar del Plata and return.

Per person, 7 days' stay, $114 to $226, according to class of hotel.

Buenos Aires—Necochea and return.

Per person, 7 days' stay, $111 to $135, according to class of hotel.

Buenos Aires—Alta Gracia and return.

Per person, 7 days' stay, $175 to $189 hotel de luxe. Per person, 7 days' stay, $125, family hotel.

To the Cordoba Hills by Motor-car: Including railway tickets with sleepers and meals, visiting the most important of the Cordoba Hills (Cordoba, Lago San Roque, la Falda, Capilla del Monte, Cruz Chica, Cruz Grande, Los Cocos, La Cumbre, Carlos Paz, Ensenada, Pampa de Achala, Mina Clavero, Alta Gracia) in private and comfortable cars for five days and staying at the best hotels. Lasting a week. Exprinter rates, all included, $.220 m/n.

To Mendoza and the Andes: First class rail, including sleepers and meals. Stay at hotel and motor tours to the city, Parque Nacional, Cerro de la Gloria, Trapiche, Chacra de Coria, Vistalba, Lujan de Coyo, Lulunta, Villa Maipú, Luzuriaga and Cacheuta, where the Hidroelectric engine can be seen. Return to Mendoza and to Buenos Aires. Price per person (all included: trains, motor cars and hotels), $.225 m/n.

THE SIERRAS OF CÓRDOBA.

The Sierras of Córdoba, with their dry climate, and moderate altitude, are most frequented by summer visitors, but the district is agreeable at all times of the year. Córdoba is readily reached in comfortable trains over the Central Argentine Railway and

makes a convenient centre for excursions over the excellent hill roads. The Central of Córdoba Railway and a State railway line serve the district, and these, together with the motor roads make exploration easy. The hotel accommodation is unexceptionable at Alta Gracia, in the southern portion of the Sierras and of a good class at other points, notably La Falda, La Cumbre, San Esteban, Los Cocos, Capilla del Monte and Ascochinga.

The irregular contour of the region leaves a considerable choice of altitudes and of surroundings, with varying opportunities of sport or recreation. Particulars concerning the chief points are classified among Argentine towns and pleasure resorts and these may be consulted in addition to this brief recapitulation :—

Alta Gracia, altitude 1,900 ft. Recreations : motoring, walks, climbing, tennis, golf.

Ascochinga (via Jesus Maria), altitude 2,600 ft. Good winter fishing ; shooting from May to September ; game not plentiful ; pumas to be found in the hills.

Bialet Masse (Santa Maria), altitude 1,800 ft. Notable scenery, motoring, riding.

Capilla del Monte, altitude 3,000 ft. Game and fish scarce, but pumas, condors and foxes exist in the hills. Tennis, golf, and target shooting good.

Cosquin, altitude 2,200 ft., on the banks of the river ; beautiful surroundings, with a dry, healing air.

Cruz Chica, altitude 3,500 ft. Swimming, tennis, climbing, good motoring, riding, walking.

Dean Funes, altitude 2,300 ft. Good roads, good shooting April to September.

Jesus Maria, altitude 1,650 ft. Recreations ; good trucha, dorado, and carpa fishing in winter ; game in season, wild goats and foxes plentiful. Sporting permits required from the owners of estancias La Paz, Sta. Catalina, and San Jorge.

La Calera, altitude 1,500 ft. Shooting May to July ; trout fishing.

La Cumbre, altitude 3,500 ft. Trout streams with good fishing November to April. Swimming, golf, and tennis.

La Falda, altitude 3,000 ft. Pleasant at all seasons. Little fishing, good partridge and hare shooting.

Mar Chiquita, a salt-water lake near La Para station in the north-east ; a watering-place.

San Esteban (Los Cocos), altitude 3,500 ft. Golf, tennis, climbing, swimming.

Villa Dolores, altitude 1,700 ft., at the foot of the hill. Shooting : partridge, martinetta, and hare.

Valle Hermosa, altitude 3,350 ft. Recreations : riding and motoring.

Yacanto, altitude 2,900 ft. Near Villa Dolores, at the foot of Mount Champaquí, Tennis, golf, swimming, riding, climbing.

Complete arrangements for the journey and for hotel accommodation can be made through the Buenos Aires ticket agents.

THE SOUTHERN LAKES.

Summer excursions to Lake Nahuel Huapi are organized by Exprinter in connection with Southern and State Railways at rates inclusive of train, motor and launch fares as well as of hotel expenses. Trains leave Constitución Station, Buenos Aires, on Monday and Thursday evenings, direct to Pilcaniyeu, the railhead, crossing the fertile province of Buenos Aires and the Rio Negro territory. The journey is continued by motor-car (50 km.) from the railhead to Bariloche, situated on the shores of Lake Nahuel Huapi, which can be reached in 46 hours by a special service of trains, with sleeping and dining cars.

The lakes can also be reached by travelling direct on the Southern Railway to Zapala, where the traveller has the option of continuing his journey by motor-car either from that point or from Neuquen. The route from Zapala leads through San Martin de los Andes and some of the most striking scenery in the Cordillera.

Full details and prices of excursions are on page 97.

From Bariloche on the lake shore a route can be followed through the lakes to Puerto Montt (Chile). The route crosses the lake to Puerto Blest, and continues by mountain track to Lake Frias and the village of Peulla on Lake Todos los Santos, giving views of Mount Tronador. A separate track leads to Lake Llanquihué, Puerto Montt, and the Chilean railway system.

Puerto Montt is accessible also by stage from Zapala (Southern Railway) via Junín de los Andes and San Martín de los Andes; the latter a picturesque village, mountain-ringed, with the volcano peak of Chapeleo in full view. The Southern Railway can be rejoined at Allen by a track skirting the River Limay.

A 48-ton steamer, the "Condor," carries passengers and mails among the lakes, and besides a Government launch, there are private sailing and motor-boats. The scenery is reminiscent at once of North Wales and the Scottish Highlands, and the season, December to mid-March, shows it at its best.

From Bariloche short excursions can be undertaken by motor-car to Llao Llao Peninsula and Lake Moreno (27 kilos); to Lake Gutiérrez (17 kilos); to Cerro Campanario, 1,000 ft. above Nahuel Huapi (20 kilos); to Huemul Peninsula (50 kilos); and to Traful (75 kilos) up the valley of the Limay River.

RIVER JOURNEYS.

The rivers afford one means of visiting the north of Argentina. There are weekly departures of passenger-carrying steamers up the Paraná River to Corrientes, where transhipment can be made for Posadas (Misiones Territory), or Asunción (Paraguay); with the opportunity of taking a further steamer to Corumbá (Brazil).

Two steamers a week ply on the Uruguay River as far as Concordia and Salto. The rivers are available also for shorter tours.

A weekly Mihanovich steamer from Buenos Aires affords a pleasant means of reaching **Santa Fé** and **Paraná,** with brief calls at Rosario and Diamante. The outward steamer leaving at 11.30 on Wednesdays arrives at Santa Fé at 4.30 p.m. on Thursdays. The excursionist has 70 hours in which to explore Santa Fé and to cross to the neighbouring provincial capital, Paraná.

The return journey begins at 8.30 a.m. on Sunday, and Buenos Aires is reached at 8 a.m. on Monday. The more interesting part of the journey is accomplished in daylight. The banks of the river are picturesque, and a good view is obtained of Rosario and its surroundings. The ticket ($70) includes board and lodgings in Santa Fé, as well as all steamer charges.

Steamers de luxe fitted with the refinements of ocean liners make the journey daily to Montevideo. There is communication twice a week with Colonia, Conchillas, and Carmelo (Uruguay).

RIVER DISTANCES FROM BUENOS AIRES.

Paraná River.		Paraguay River.	
Rosario	227 miles.	Formosa	782 miles.
Santa Fé	318 ,,	Asunción	883 ,,
Corrientes	652 ,,	Concepción	1,108 ,,
Posadas	855 ,,	Bahia Negra	1,468 ,,
Iguazú	1,035 ,,	Corumbá	1,618 ,,

THE IGUAZU FALLS.

The Falls and Cataracts of Iguazu exert a first claim upon the attention of the sightseer. They are in the Misiones Territory, in the wild country abutting upon Paraguay and Brazil. They rank in grandeur with Niagara and the Victoria Falls and their reputation arises in part from their great size and partly from the beauty of the great number of cascades.

The most favourable season for a visit is May to November. The journey is made by rail and river steamer or by steamer, and may be combined with visits to Asunción and other points in a round trip from Buenos Aires.

The Iguazu River is a tributary of the Paraná, from which the Falls are 19 kilometres. The word is Guarani for " Great Waters." The river rises in the hills of Curityba (Brazil) and receives the waters of some thirty affluents. The Falls are notable, not only for their size, but for the luxuriance of the surrounding vegetation.

Above the main falls the river opens out to a width of 4,000 metres, interspersed with wooded islets. Cataracts extend for two miles above the 200-ft. precipice over which the water pours on a frontage of approximately 2,500 metres. The height is reputed to exceed that of Niagara by some 30–40 ft., and the width by one-half, but many of the cataracts are broken midway by ledges of rock The months of May and July, in which the river is normally in flood, are not regarded as the best for spectacular effect, although the rushing water in its surroundings of begonias, orchids, ferns, palms, bamboos, bushes, and creepers, haunted by magnificent butterflies, is always of a majestic beauty.

The several falls possess distinctive names. Of those on the Argentine side the Two Sisters are the chief; the Bossetti, the most turbulent and picturesque, is usually crowned by a rainbow, as are the smaller San Martín Falls. Mitré, the Three Musketeers, and the Devil's Throat, are best seen from an island, reached by canoe.

To see the falls on the Brazilian side it is necessary to cross from Puerto Aguirre to Foz de Iguazu, and traverse Brazilian territory.

Waterproofs and sandals are requisite in making close inspection, and especially for those who undertake the rope ladder descent.

By Rail from Buenos Aires :—The itinerary combines the Entre Rios and North-eastern Argentine systems. The journey is comfortable, economical, and picturesque. The trains have sleeping and restaurant cars, good meals and wines.

The train leaves Lacroze station, Buenos Aires, westward, passing Lynch, Caseros, and a series of small stations on the way to Zarate, a port on one of the arms of the Paraná. There passengers alight and ferry across to Ibicuy. The journey continues through the Gualeguaychu plains to the heart of the province of Entre Rios, nearly parallel with the River Gualeguay, afterwards north-east to Concordia on the Argentine bank of the River Uruguay. Thence the North-east Argentine Railway runs close by the river through Monte Caseros, Paso de los Libres, Yapeyu, Santo Tome Apostoles to Posadas, so crossing the Province of Corrientes. Posadas is

reached by this route in thirty-six hours.

Steamer is taken at Posadas to Puerto Aguirre, and the intervening 12 miles to Iguazu is covered by motor-car on a macadam road.

By Steamer from Buenos Aires three itineraries are offered to the tourist :—

1. Steamer up the Paraná to Corrientes and along the Upper Paraná to Posadas, thence to Puerto Aguirre. Fare $310. Time taken, 16 days. At Posadas, on the return journey, it is possible to take train to Asunción, visit San Bernardino, on Lake Ipacaray, and return by steamer to Buenos Aires. This alternative tour costs $580, and takes 23 days.

2. Steamer up the Uruguay River to Salto ; train from Concordia to Posadas ; small steamer to Puerto Aguirre (returning by Route 1). Fare $465. Time taken, 16 days.

3. As in Route 2, returning from Posadas by rail to San Bernardino and Asunción and down the Paraguay and Paraná Rivers. Fare $650. Time taken, 23 days.

The fares include first-class tickets and hotel accommodation.

Sailings are made regularly from Buenos Aires (South Dock) via the Paraná. Transhipment is made at Corrientes whence steamers leave on Thursday morning, arriving at Posadas, where there is a comfortable hotel, in the afternoon of the following day. Steamers depart from Posadas on Monday. These steamers disembark passengers at Puerto Aguirre. From Puerto Aguirre the transit is by motor-car for the remaining 17 kilometres. There is a boarding-house in Puerto Aguirre, and in Iguazu the Gran Hotel (70 beds), $12–20 m/n., both comfortable.

APPROXIMATE TIMES.

From Buenos Aires to Corrientes	3 days	(River Paraná).
,, Corrientes to Posadas	36 hours	
,, Buenos Aires to Concordia	26 hours	(River Uruguay).
,, Posadas to Puerto Aguirre	36 hours	

The Guarani Ruins.

Near Posadas are the ruins of the old Jesuit missions, from which institutions the province of Misiones derived its name. Tourists cannot visit them all, but should not voluntarily omit a visit to the **Ruins of San Ignacio,** which are reached by motor in 2½ hours or by special launch in 5 hours from Posadas (50 kilometres). After five kilometres by horseback or coach, the remains of four squares, a cathedral, and a seminary are reached. There are other interesting ruins at Apostoles, three miles from the station of that name on the line to Posadas, and at Santa Maria Mayor, thirty miles from the same station. All these ruins are set in tropical vegetation of a most luxuriant description.

The **Ruins of Santa Maria** are inviting, and to visit them one returns to Posadas and re-embarks for San Javier on the Upper Uruguay, near which is the chapel of " Cerro the Monk " and a curative spring.

THE TRANSANDINE JOURNEY.

BUENOS AIRES TO VALPARAISO.

The ride westward across Argentina affords a capital opportunity of seeing the rural life of the country.

The monotony of the plains is broken by clusters of trees surrounding the farm buildings of estancias. Cattle-raising and wheat-growing are seen everywhere. Droves of cattle driven by swarthy gauchos, brightly-coloured birds rising from little lakes, and probably a driving rain of locusts, looking like a snow-storm in the sunshine, meet the eye.

The night is spent in a comfortable berth, and early next morning Mendoza is neared, bringing into sight what looks like a long line of crumpled cones of aluminium rising from the plain. These are the foothills of the Andes; a barrier through which a tunnel has been bored, ten thousand feet above the level of the sea, thus completing South America's first transcontinental railway, eight hundred and eighty-eight miles long.

Breakfast is served at **Mendoza,** and the through passenger has not time to see more of the place than can be viewed from the railway, although the town and neighbourhood repay a visit. Many leave Buenos Aires a day or two beforehand, in order to make a stay in Mendoza. The country for miles around is a huge vine-yard, 2,470 feet above the level of the sea.

Through passengers to Chile exchange into narrow-gauge to traverse the mountains and the Cumbre tunnel to Los Andes, where another change is made to the broad-gauge Chilean State Railway leading to Valparaiso and Santiago. On the Mendoza-Los Andes section Pullman parlour cars are attached to the train.

Fifty minutes after arrival at Mendoza the narrow-gauge train resumes its journey along the beautiful Mendoza valley laden with green leaves and purple fruit. Twelve miles away are the foothills of the Andes, where the limit of irrigation is defined by the appear-ance of scrub and stunted trees upon the slopes.

The engine begins to labour up the gradients. A curve reveals a crevice out of which the River Mendoza debouches on to the plain. In the foothills, past Cacheuta, where are mineral baths, the line curves right and left, following the river, crossing lattice-work

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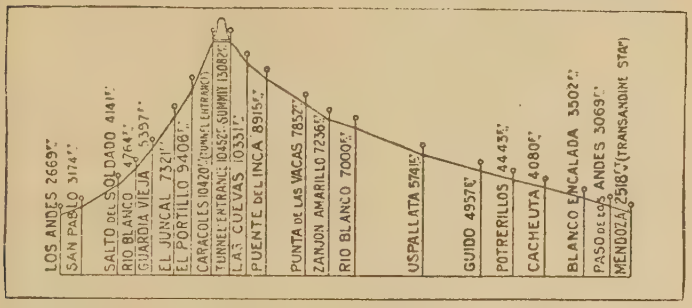
N.B.—Passengers by the International trains to Chile are required to submit their baggage to Customs examination at Retiro Station, Buenos Aires, the starting-point of the journey. A form of Customs declaration, obtainable at the ticket offices, has also to be executed for the use of the Customs officials at Los Andes. Passports for Chile and medical certificates are requisite.

Trains are timed to run once a week all the year in both directions. Chilean time is one hour slow of Argentine time during the whole of the year.

Buenos Aires, depart 11.00	Tuesday.
Santiago, arrive 22.55	Wednesday.
Valparaiso, arrive 22.55	Wednesday.
Valparaiso, depart 8.00	Thursday.
Santiago, depart 8.00	Thursday.
Buenos Aires, arrive 18.30	Friday.

The timings above are provisional and subject to change. It is advisable to book in advance.

bridges and rushing through short tunnels. The railway follows an old trail over which primitive people passed for centuries before the coming of the Spaniard who named it " Camino de los Andes "



THE CLIMB AND THE DESCENT; WAYSIDE STATIONS AND THEIR ALTITUDES.

Well in the heart of the mountains, the River Mendoza is still in close attendance. The train, ever mounting, draws its load past a number of typical Transandine railway stations. Beyond Uspallata is a vast, open, undulating plain, wild and bare, with dried bushes and cactus as the only vegetation. On the edge of the plain, behind, on either side and in front, are mountains, grey, gaunt, and barren. Upon the other side of the plain the valley narrows until Rio Blanco or White River is reached, and there mountain torrents rush into the river, churning the waters.

Up the Tupungato valley is seen the noble snow-clad cone which gives its name to the valley. One of the giants of the Andes, it rises 22,451 feet above the sea. It comes into sight at forty miles' distance. Then are passed a fine mass of pinnacled rocks, " Los Penitentes." The high rocks give the impression of a Cathedral, and the smaller sharp rocks on the slopes might almost be monks marching up to the Cathedral. On the other side of the ridge is a glorious view of the monarch of the Andes—Aconcagua, spotlessly white, sharply cut against an azure sky.

Puente del Inca, 8,915 feet above the sea, is the best point of departure for excursions in the Andine valleys, or for the ascent of Aconcagua (22,850 feet), the loftiest mountain in the Western Hemisphere. Here also the journey may be broken by visitors to the noble " Christus " statue surmounting La Cumbre Pass upon the frontier. The pedestal carries inscriptions :—

> " Antes se reducirán a polvo estas montañas, que los pueblos de la Argentina y Chile rompan la paz que a los pies de Cristo Redentor juraron mantener."
>
> (" Sooner shall these mountains crumble into dust than the peoples of Argentina and Chile break the peace which at the feet of Christ the Redeemer they have sworn to maintain.")

As set forth upon a separate inscription, the statue was erected by the organized workers of the Argentine Republic for settled peace between the Argentine and Chilean peoples :—

"Los circulos de Obreros de la República Argentina a Cristo Redentor por la paz definitiva entre Argentinos y Chilenos 1902-1904. Presidentes: Julio A. Roca; Germán Riesco. Ministros: José A. Terry, José F. Vergara Donoso, Joaquín N. Gonzalez, Carlos Concha."

Leaving Puente del Inca, the train climbs the Paramillo de los Horcones, passing over the high-level bridge that spans the Horcones River. The Paramillo is the moraine of an ancient glacier, on the flanks of Aconcagua. After a comparatively level stretch of valley, the train climbs by rack rail through the narrow gorge of the "Paramillo de las Cuevas," which before the boring of the tunnel through the Cumbre was the terminus of the Argentine Transandine Railway. The tunnel is 90 yards short of two miles long, and its length is 27 yards short of its height above sea-level.

From the tunnel on the Chilean side at Caracoles, the descent, at first winding and of a slight gradient, suddenly becomes very steep. Between Caracoles and Portillo lies perhaps the grandest rock scenery in the world. No word-picture gives any conception of the prodigious grandeur of the snow-clad, towering, sharp-pointed peaks, standing in relief against the blue of the sky, nor do photographs give more than a poor impression of them. At intervals on the downward course are passed small, squat refuge-huts. The River Aconcagua is now at hand. Bare rock gives place to verdure, increasing as we descend. Golden-yellow blossom blazes out. Flowers of many hues mingle with the cactus. The mountain barrier causes the clouds from the Pacific Ocean to discharge upon this side, and hence at once the verdure of the Pacific slope and the absence of rainfall upon the other side of the mountains.

Santa Rosa de los Andes, commonly called Los Andes—the terminus of the Chilean Transandine Railway—is beautifully situated, and its roads are lined with poplar trees. The line traverses the Salto by short tunnels and follows the south bank of the river. Los Andes, we reach the head of a wide and cultivated valley The valley widens out and cultivation extends rapidly until, at extending to the sea. After dinner a change is made to the broad-gauge Chilean State Railway, whose turn it is to take up the route to Santiago and Valparaiso. It is a run of 2 hours 43 minutes to Santiago and Valparaiso, the junction for both places being Las Vegas. Special through coaches, however, are attached for the international passengers, thus avoiding any changing at the junction.

Presently, the end of the journey is in sight. On the right is deep blue water—the first glimpse of the Southern Pacific; then comes Viña del Mar—the Brighton of Chile—and a few minutes more brings Valparaiso.

FARMING LANDS AND FARMING LIFE IN ARGENTINA.

It may be interesting to obtain a general idea of the appearance and nature of an Argentine camp. The name "camp," in universal use, means the estancia, or ranch; and in general it means the pastoral regions as distinct from the farms or "colonias." A fair idea of the country and its ways is obtained from the train, as it

usually runs through the pasture land. The land is astonishingly level and would be monotonous to one not keenly interested in farming. The fields are fenced into very large potreros, or pastures, of, say, from 100 to 5,000 acres each. Cattle, sheep, and horses usually graze in the same pastures.

A TYPICAL ESTANCIA.

The fences are wire and well built at great cost, for all wood has to be brought from the northern forests. The posts are mostly of quebracho, as hard and heavy as stone and as durable. The wires pass through the posts and are kept perfectly taut. The wires are run through the upright sticks or stays that space them the proper distance apart, since the posts are very far one from the other. There may be one barbed wire, no more. The gates are wide and strong, and seldom drag on the ground.

Alighting from the train, one sees a village of houses in Spanish style, usually with unpaved streets. Driving out of the village one finds, if it has been a wet time, heavy roads, unimproved by man; if a dry time, there are clouds of dust. The roads are wide and commonly treeless, though now and then one passes an estancia where trees have been planted with care. The chinaberry tree is the favourite tree, since it is not devoured by locusts. Next comes the Eucalyptus globulus.

It is astonishing to drive mile after mile and see no brook or river, and to learn that one can drive a hundred miles in some parts without encountering one permanent watercourse. Nor will there be ponds or pools, save in times of unusual rain, when shallow pools will be seen. Windmill pumps stand in the fields, and from them radiate long lines of galvanized iron troughs for the sheep and cattle.

There may be few buildings on the estancia aside from the rather large dwelling of the manager, an office for the bookkeeper, a coach-house and harness-house, and a shearing shed. There may be sheds for sheltering and feeding rams and choice ewes, but these provisions are limited. There are modest houses for the peons, or labourers, and in each large pasture there is commonly a hut or small house for the peons whose work is to look after the fences and animals in that pasture.

Agriculture in Argentina, as elsewhere, is subject to natural drawbacks. The late frosts occurring in certain districts cause serious damage to young crops. Droughts occur at intervals to prejudice the growing crops and cause mortality among the livestock.

The country is subject to locust swarms, which devour everything green in their path. The locust is most destructive in the jumping stage of its life. At about 45 days old it changes from the jumping to the flying stage. Its full term of life is about seven months, when it settles on the ground, and bores a hole to insert its body and lay its eggs. The nests are destroyed by burning.

CHARACTERISTICS OF THE COUNTRY

The best types of soils are found in the province of Buenos Aires, and the most regular rainfall. The area of the province is about half that of France, nearly all of it fertile soil. It is mostly alluvial,

parts of the province one could drive a plough for ten or twenty miles without encountering either tree, stone, marsh, or watercourse. The rainfall is so nicely proportioned to the capacity of the soil that there is little to run off. There is not enough rain fully to saturate the earth, and drought is a bugbear of Buenos Aires, as it is of other parts of Argentina. Alfalfa is a success everywhere, but it thrives best in the west, where the subsoil is sandy.

Entre Rios has very rich soil. Undulating rather than flat, it is thinly covered with rather small trees. It is a good sheep country, a land where perennial grasses are not much seen and those hard and coarse. The nutritious grasses are mostly annuals, and annual clovers abound.

Corrientes, north of Entre Rios, has a hotter climate and a low surface, with much marsh land and subtropical forests and palms. Unimproved native cattle are raised in the North in herds of 500 to 15,000 head and are slaughtered to make salt beef. In the South, upon finer pasture, improved breeds of cattle exist in large herds, and are sent to other districts for fattening. The Merino and crossed Romney sheep upon these pastures produce some of the best wool.

Beyond the River Paraná lies the Chaco, an immense region of timber and open glades, with a little agriculture, but little live-stock. It grows good cotton, oranges, and tropical products. Southward, from Santa Fé, are areas of maize lands.

SMALL FARMING.

Lands are constantly being subdivided into farms or " chacras " and sold to farmers or the so-called chacareros. These farms are devoted mainly to potatoes, wheat, oats, flaxseed, or to peaches and other fruits near the cities. Estancieros often lease lands to the chacareros, usually for wheat growing. This withdraws the land from stock growing for from three to five years, when it is sown to alfalfa and returned to stock again, while the colonist moves on to develop another piece of land from the wild camp to wheat, and later, to alfalfa.

ARGENTINE PATAGONIA.

To the south of Buenos Aires province and the Rio Negro is the vast region known to English people as Patagonia, but to the Argentines as the Gobernaciones (Territories) of Rio Negro, Chubut and Santa Cruz. The name arises from the nickname " Patagones " or big feet, applied by early Spanish explorers to the clumsily shod aborigines of the extreme south.

The immense territory of Rio Negro is not heavily stocked with sheep, but along the rivers and in the west along the mountains are estancias. Schemes of irrigation are plainly destined to work a transformation in this region.

Farther south comes Chubut, of which the west is mountainous and the east practically a desert, covered thinly with shrubs, with a small amount of nutritious grass under and between the shrubs. It is almost too poor to pay to fence and stock, yet this is being done on a considerable scale. The wools of Chubut, while very good, are often heavy with sand, owing to the nature of the soil and the

furious winds that often prevail throughout all the Patagonian region.

South of Chubut and north of the Magellan Territory (Chile) is the Argentine territory of Santa Cruz. This vast region is not yet fully stocked with sheep. Its south and west are well grassed, its north and east are semi-desert, yet this region is capable of carrying about 1,200 sheep to the league of about 6,250 acres.

The island of Tierra del Fuego, one-half of which is Chilean, has a rich, black soil, often inclined to be peaty, with a usually abundant rainfall and not enough snow to do harm. It is covered with good, close-set, nutritious forage plants, white clover, redtop, and many similar grasses. The types of sheep seen are Romney, Lincoln, Corriedales (New Zealand), a cross between Lincoln and Merino. Very good but rather coarse wools come from the region along the Straits of Magellan. Wild dogs and a few foxes are the sole enemies. Owing to violent winds and cold summers little or no agriculture is practised.

THE SHEPHERD'S YEAR.

Lambs are born in May, June, and in the winter month July, or in the spring, say, in August. Early lambs thrive best.

Shearing comes in October, November, and December. Machines are in common use. Often the wool is baled on the estancia and sent direct to Europe. More commonly it is sent to the great wool market of Buenos Aires, where it is assorted and sold for export.

In ordinary times there is little work to be done with the sheep. The fences are built so well that animals do not break out or in. There is the least possible repair work to be done. Once an estancia is well equipped with fences, gates, corrals, and dip, the maintenance cost is low.

The shepherds manage the sheep from horseback, and are usually native Argentines of mixed Spanish and Indian blood. They prove fairly faithful and efficient when well selected and well supervised.

Information for Passengers.

The regulations governing admission into Argentina apply with equal force to persons travelling through *en route* to other countries.

By decree of the Argentine Immigration Authorities, it is necessary for all persons over 15, other than Argentine citizens travelling to the Argentine, whether they be First, Second, Intermediate or Third-class passengers, to attend in person at an Argentine Consulate, to have finger-print impressions taken and to lodge with the Consul one unmounted photograph, printed on thin paper.

All persons other than Argentine citizens must, in addition, possess the following documents, each of which must be visé by an Argentine Consul. Passage tickets are not issued until passengers have produced the documents enumerated here, and until the regulations have been fully complied with.

(1) A Passport with a photograph attached is required from all passengers, without distinction. This document must have been issued or renewed within one year previous to its being presented. British Passengers visiting Argentina 1st, 2nd, or 3rd class, and holding a return ticket, do not require the Argentina visa to their passports.

(2) A vaccination certificate is necessary. This should be presented for visa and kept with the passport for production at Buenos Aires.

(3) All foreigners entering the Argentine require to be in possession of an Identification Certificate (Cedula de Identidad) obtainable only from the Argentine Consul.

(4) Second, Intermediate and Third-class steamer passengers are required to produce a Police or Judicial certificate stating that they have not been condemned during the last five years.

As the British Police authorities *do not issue* such a certificate, passengers who have resided in the United Kingdom for the last five years may be accepted without this document provided that their Passports are endorsed by the Argentine Consul :—

" Sin certificado policial por cuanto la autoridad correspondiente se niega a expedirlo."

Former Foreign Residents of Argentina, who return within one year of the date of sailing, need not produce this Certificate, provided that they are in possession of an Argentine " Cedula de Identidad," and a Passport, both visé by an Argentine Consul. " Cedulas de Identidad " are renewable after 12 months by the Consuls in London and Liverpool.

ADMISSION OF CHILDREN.

Children under fifteen years of age are not allowed to enter Argentina unaccompanied by their parents unless in possession of a " Permit to Land " (which can be granted and signed only by the Immigration Department, Buenos Aires).

All children under fifteen years travelling third-class to Buenos Aires require to possess birth certificates, visé by an Argentine Consul, whether accompanied or unaccompanied by parents.

Children over six years of age must attend at an Argentine Consulate for the purpose of having their thumb prints taken. Three loose unmounted photographs of each child, if not included in a family group, must be lodged with the Consul.

Children not in possession of separate passports must be included in the passport of the parent or guardian with whom they are travelling ; and if under fifteen years of age need no other document than a birth certificate.

PERMITS TO LAND.

Persons over sixty years of age ; widows or women travelling without their husbands and taking with them children under fifteen years of age, may not be booked as second, intermediate or third-class steamer passengers unless they hold a " Permit to Land," issued from Buenos Aires.

Women travelling alone in any class with children can be accepted without " Permit to Land," provided that at least one of the children is over fifteen years of age ; but such women must possess a passport and the certificates previously specified.

Persons over sixty years of age and women travelling alone with children under fifteen years of age may be booked first class, provided that their passports are specially endorsed by an Argentine Consul and stating that they are permitted to travel first class.

The Argentine Immigration Authorities allow no exceptions to this rule, and insist that the " Permit to Land " for these second, intermediate, and third-class passengers must be issued by themselves in Buenos Aires and not by an Argentine Consul or Legation abroad.

Former foreign residents of Argentina, including sexagenarians, wishing to re-enter that country require only to present : (1) Passport bearing original Argentine visa, provided such passport has not expired ; or (2) " Cedula de Identidad " and " Certificado de Buena Conducta " (Certificate of Good Conduct) ; attendance at an Argentine Consulate in either case being unnecessary.

Married men travelling alone, but intending that their wives and children under ten years, shall join them later must take with them their marriage certificate ; this document is indispensably required by the Directorate issuing the landing permits.

The Argentine authorities have arranged that, in performing the inspection of passengers, the Immigration Inspector will stamp on the passports of British subjects a seal with the notation " Direccion General de Immigracion-Transuente." Passports thus endorsed will permit the holders to enter Argentina for a period of one year, without any other requirements, unless during their absence they shall have committed crime, or have contracted illness or physical defects constituting valid cause for rejection.

Passengers should embark within one month of the date of issue of their judicial certificate ; otherwise an additional certificate becomes necessary. The same requirement applies to passengers who break their voyage at an intermediate port for a stay exceeding one month.

Persons suffering from certain defects or diseases are not permitted to land.

Passengers of Argentine nationality, irrespective of class, require only to produce a passport, duly visé, or issued by an Argentine Consular office.

The fee payable for a visa is at present $2.60 gold). No fee is charged to second and third-class passengers who declare themselves to be bona-fide immigrants and wishful to avail themselves on arrival of the free board and lodging provided by the Argentine authorities.

Baggage at Buenos Aires :—The Custom House Authorities at Buenos Aires insist on presentation of Baggage Declarations by all first and second-class passengers landing at that port.

Guidance for Commercial Travellers.

Commercial travellers are not required to register, but they are required to pay heavy licence fees (in Spanish " patentes ") to the Federal Government for permission to work in Buenos Aires. There are provincial licences costing varying amounts for every province visited. The duration of the licence is for one calendar year, or what may remain of the calendar year when the licence is taken out, with the exception that on the occasion of a first visit a traveller need only pay for the remaining months in the year in which he arrives. The licence is obtainable by application to the officina de Patentes, Avenida de Mayo 886, Buenos Aires. The fee ranges from 500 to 20,000 paper pesos, according to the size and importance of the business. A visit to the Commercial Department of the British Embassy (Reconquista 314, Buenos Aires) on first arrival might save a considerable amount of trouble later.

No special documents are required by commercial travellers arriving from abroad, nor are there any formalities to be observed.

The heavy charges for licences have naturally led to evasion. One method of avoiding the expense of the Federal licence in Buenos Aires is to work solely in the name of a resident agent or importing house. It is rarely necessary or profitable for foreign travellers to visit the provinces, except perhaps Santa Fé (for Rosario, Mendoza, and Tucumán). In these cases expense is avoided by arranging with local houses sending travellers to those provinces for orders to be booked in their name or that of some Buenos Aires importer.

There is no provision in Argentina for the duty-free admission of samples of commercial value. Such samples may, however, be brought in under bond for a period of six months. Should any part of the samples be sold, import duty is payable upon that part. Once import duty has been paid on samples, no refund is made on re-export.

It is customary to let a forwarding or Custom House agent attend to the formalities of clearance through the customs.

Samples brought in at Buenos Aires can be delivered to the railway company for transit in bond to Chile.

The Department of Overseas Trade published a document, "Hints for Commercial Visitors to the Argentine Republic," in January 1931.

PUBLIC HOLIDAYS.

January 1. New Year's Day.
January 6. Epiphany.
March 19. San José.
May 25. Independence Day.
June 29. Saints Peter and Paul.
July 9. Proclamation of Independence.
August 15. Assumption.
August 30. Santa Rosa de Lima.
October 12. Discovery of America.
November 11. San Martin, Patron St. of B.A.
December 25. Christmas Day.
Carnival: Shrove Monday and Tuesday.
Easter: Thursday, Friday and Saturday.
Ascension Day. Corpus Christi.

AN ARGENTINE CALENDAR.

1515. Rio de la Plata entered by Juan Diaz de Solis.
1520. Mouth of the Rio de la Plata explored by Magellan.
1526. First settlement founded by Sebastian Cabot.
1536. First city of Buenos Aires founded by Pedro de Mendoza.
1573. City of Sante Fé founded by Juan de Garay.
1580. Buenos Aires founded for the second time by Juan de Garay.
1610. First arrival of Jesuit missionaries.
1618. Province of Rio de la Plata officially instituted with separate Governor.
1726. War between Brazil and Buenos Aires.
1735. Jesuits expelled from Rio de la Plata.
1776. Establishment of the Vice-Royalty of Buenos Aires. Cuyo Province ceded by Chile.
1801. Foundation of the first River Plate newspaper.
1806. First British expedition to the River Plate, commanded by General Beresford.
1807. General Whitelocke's expedition against Buenos Aires results in failure.
1810. Independence of Argentina declared on May 25. First merino sheep imported.
1812. San Martin lands in the Rio de la Plata. General Belgrano gains a victory over the Spaniards near Tucumán.
1814. Argentina divided into seven provinces.
1816. Formal Declaration of Independence made at Tucumán.
1817. San Martin leads the army of liberation across the Andes to Chile.
1824. Arrival of first steamship.
1825. Federated Constitution decreed. First Southdown sheep imported.
1829. Juan Manuel de Rosas created Dictator of the Republic.
1838. Buenos Aires blockaded by the French Fleet.
1840. First Lincoln sheep imported.
1842. Spanish recognition of Independence of Argentina.
1845. Combined British and French squadrons ascend the River Plate. Blockade of Buenos Aires by these forces until 1847.
1848. First Shorthorn bull imported.
1849. Rosas declares war on Brazil.
1850. Death of San Martin at Boulogne. Royal Mail Steam Packet Co. began its mail service.
1851. Rosas defeated.
1853. Federal Constitution drawn up. Urquiza elected President.
1857. Construction of Western Railway begun.
1861. The Mendoza earthquake. Bartolomé Mitre elected President.
1863. Construction of Central Argentine Railway begun.
1864. Construction of Buenos Aires Southern Railway begun.
1865. Outbreak of war with Paraguay. Establishment of the Welsh colony at Chubut
1877. First experimental cargo of frozen meat.
1878-9. General Julio Roca finally subdues Indian tribes.
1882. First frigorifico constructed.
1885. Stock Exchange founded.
1897. First motor-car introduced.
1912. British Society founded at Buenos Aires.
1913. British Chamber of Commerce formed.
1925. Visit of the Prince of Wales.
1929. British Economic Mission visited Argentina.
1931. British Trade Exhibition, Buenos Aires, opened by Prince of Wales
1932. Andine volcanic eruptions
1933. Anglo-Argentine Commercial Treaty.

ARGENTINE EMBASSY AND CONSULATES IN GREAT BRITAIN.

RESIDENCE.	DESIGNATION.	NAME
London .. .. .. (11 Lowndes Square, S.W.1)	Ambassador Extraordinary and Plenipotentiary	Manuel E. Malbrán, G.B.E.
	Counsellor of Embassy ..	Carlos Miguens, G.B.E.
	First Secretary	Pablo Santos Muñoz.
	Second Secretary	Mariano A. Barrenechea.
	Agricultural Counsellor ..	Anibal F. Beyro.
	Attaché and Legal Advisor	Ricardo Blamey Lafone.
London	Consul-General	Mario Molina Salas.
(7 Gower St., W.C.1) ..	Consul	Carlos Lovett.
	Consul	Isaac A. Mendieta.
Liverpool	Consul	Franco D. Tessitore.
Cardiff	Consul	Adolfo Scilingo.
Newport	Consul	Roberto Scaricabarozzi.
Southampton	Consul	Bernardo S. Vileda.
Glasgow	Consul	Francisco Torromé.
Newcastle-on-Tyne ..	Vice-Consul	Walter Lee.
Manchester	Vice-Consul	William G. Roger Dunstan.
Bristol	Vice-Consul	Maurice C. Houlder.
Aberdeen	Vice-Consul	A. T. Cruickshank.
Hull	Vice-Consul	William Fenton.
Birmingham	Vice-Consul	J. Bennet Hale.
Middlesbrough	Vice-Consul	J. W. Brown.
Dundee	Vice-Consul	Robert Kinnison.
Plymouth	Vice-Consul	Angel C. Cuneo.
Bradford	Vice-Consul	Douglas Hamilton.
Swansea	Vice-Consul	Reginald Ivan Burgess.

BRITISH EMBASSY AND CONSULATES IN ARGENTINA.

RESIDENCE.	RANK.	NAME.
Buenos Aires ..	Ambassador Extraordinary and Plenipotentiary.	Sir Henry Getty Chilton K.C.M.G.
	Counsellor	——
	Commercial Counsellor	S. G. Irving.
	Commercial Secretary	E. R. Lingeman.
	Assistant Comm. Counsellor ..	John Walker.
	Archivist	E. Lamb.

The letter (M) denotes that the Consular Officer holds a Marriage Warrant.

RESIDENCE.	RANK.	NAME.	CONSULAR DISTRICTS.
Buenos Aires ..	(M) Consul-General	V.H.St. John Huckin	Argentine Republic with the exception of the provinces and territories below.
	Vice-Consul ..	R. C. Stevenson ..	
	Vice-Consul ..	L. G. Holliday ..	
	Vice-Consul ..	Robert John Knox, M.B.E.	
	Vice-Consul (Acting)	A. H. B Perkins ..	
San Julian ..	Vice-Consul ..	A. L. McQuibban ..	
Santa Cruz ..	Vice-Consul ..	L. A. Harris ..	
Bahia Blanca	Vice-Consul ..	G. J. Falconer	
Gallegos ..	Vice-Consul ..	R. Littlejohn ..	
La Plata ..	Vice-Consul ..	Wilfrid Puleston ..	
Mendoza ..	Vice-Consul ..	R. Chilcott (Act.) ..	
Port Madryn ..	Consul	H. C. H. James ..	
Rosario ..	(M) Consul	J. R. M. Fell ..	Provinces of Santa Fé, Córdoba Santiago del Estero, Tucumán, La Rioja, Catamarca, Salta & Jujuy, with the territories of Formosa, Chaco and Los Andes.
	Vice-Consul ..	Alexander S. Nolan	
Santa Fé ..	Vice-Consul ..	Robert H. Smiles ..	
Villa Constitución	Vice-Consul ..	E. A. Puleston ..	
Magallanes (Chile) ..	Consul	H. W. Reid Brown	Argentine portion of Tierra del Fuego, and the Territory of Santa Cruz, S. of River Coyle.

BOLIVIA

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BOLIVIA.

La Paz may be described as the highest capital in the world, although Sucre is in the legal sense the capital of the country. It lies in a natural basin, three miles wide and 1,500 ft. deep, at an elevation of 12,000 ft. above sea-level.

It is a city of about 146,000 inhabitants. Of the 3,000 foreign residents, about 100 are British, with a similar number of United States citizens. The climate is cool (mean annual temperature 50° Fahr.) and the air rarefied. The name commemorates the Peace of Ayacucho, signed after the battle which broke the power of Spain.

On first arriving at La Paz the visitor will probably experience some slight discomfort from the rarefied air. Moderate exercise is advisable for a short time, when the scantiness of breath will disappear. Precautions should be taken against both heat and cold.

THE BOLIVIAN RAILWAY SYSTEM AND THE ROUTES FROM THE PACIFIC COAST.

There is little level ground; the gradients are often steep and some of the streets run well up the wall of the "alto." All the streets in the centre of the town are well paved, and there are motor roads to the Alto and Obrajes. The Prado, otherwise known as the Avenida 16 de Julio, is a wide avenue connecting the business part of the city with the residential quarter of Sopocachi, and is bordered by attractive residences.

The Plaza Murillo, the centre of the city's life, is a small park set with trees and flower beds. Facing it are the National Palace, the Congress Building, the cathedral, and the leading hotel and club of La Paz. From the north-west corner of the plaza start Calles Comercio and Socabaya, two of the most important business streets of the city. Other business streets are Calle Mercado, Calle Recreo, and Calle Sargarnaga.

Electric trams and omnibuses run throughout the city, and electricity is used for lighting and heating. There is an electric railway from the centre of the city to Alto, the heights above La Paz. Here is found an 18-hole golf course, the highest in the world.

The train for La Paz stops at **El Alto,** a village on the western edge of the canyon, before descending into the city below. There is a magnificent view here of the snow-capped peaks of Illampu, Illimani, and Huayna-Potosi. The town itself has an exotic charm for the visitor, with its steep streets, gay flowers, attractive residences, and the harsh, brilliant colours of Cholo and Indian costumes.

There are some notable buildings. The Cathedral is now complete after a century of construction. The oldest church is that of San Francisco, built in 1547. The pre-Incan Palace of Tiahuanaco was erected from the ruins of the old city, 60 miles away.

The most picturesque suburb is **Obrajes,** 6 miles down the valley by motor along the Chuquiaguillo. It is 1,000 feet below the city; the climate is warmer and the flowers even more abundant.

Hotels.	Addresses.	Cables.	Beds.	Per day, en pension.
Gran Hotel Paris ..	Plaza Murillo	Granparis	180	Bs. 10–25
Hotel Centenario ..	Calle Socabaya 89	Centenario	100	Bs. 5–10
Hotel Hamburgo ..	Ingavi St.	Hamburgo	20	Bs. 5–10
Pension White ..	Avenida 6 de Agosto	Pension White	15	Bs. 7–10
Hotel Italiano ..	Calle Evaristo Valle	Hotel Italiano	80	Bs. 4–8

The Paris is the one fairly good hotel in La Paz, but the Strangers' Club and the Club de la Paz are much patronised. Rates, including meals, about U.S. $5.50.

Excursions:—(1) An afternoon drive down the valley is recommended. The setting sun tints Illimani and the surrounding mountains with glorious hues, against which stand out sharply the pinnacles of the crags and rocks.

(2) By electric railway to Alto La Paz, thence to Guaqui (on Lake Titicaca). About 10 miles from the lake are the ruins of Tiahuanaco, surmised to be about 3,000 years old.

(3) By train to Hichuloma (four hours) and thence by mule into the Yungas (tropical vegetation, fruits, etc.). It is now possible to travel by motor car from La Paz to the Yungas. A road has been built as far as Chulumani, which can be reached in about 7 hours.

Rail:—

To Arica, by Arica-La Paz Railway, weekly, Thursday.

To Antofagasta, by Antofagasta and Bolivia Railway, Fridays only.

To Mollendo, by Guaqui-La Paz Railway, Navigation Lake Titicaca, Southern Railways of Peru, weekly, Fridays.

To Buenos Aires, International train, Fridays (first-class single with sleeping berth, Bs. 208.10 = approx. £16).

Air Services:—See under Air Section.

Addresses:—

British Legation and Consulate, Avenida Arce, 701.

United States Legation, Plaza Abaroa.

U.S. Consulate, Socabaya 60.

Travellers Aid Bureau, Calle Comercio No. 60.

Sucre, the legal capital of the Republic and the seat of the judiciary, the University and the Archbishop, is 318 miles south-east of La Paz. A railway from Potosí, 34 miles long, has been completed as far as Betanzos. Goods and passengers are conveyed by motor from Potosí (105 miles) over an excellent road. The altitude is 8,532 ft., the climate is mild (mean temperature 61° Fahr.); the population is 32,000, including Indians and Cholos. The city is regarded as the most handsome in the country. A road is being built to Lagunillas.

The best buildings are the Government Palace, Legislative Palace Santo Domingo (Palace of Justice), Cathedral, Consistorial building, and Junín College.

Hotels :—Colón, Hispano-Americano.

OTHER TOWNS.

Cochabamba (originally Oropeza), population, 35,574, is an important agricultural centre. It is the second city of the Republic and possesses an increased importance from the proximity of a number of smaller towns in the valleys of the Quillacollo, Sacaba, and Punata. It has fine buildings, including the Government Palace, the Law Courts, the Town Hall, the Cathedral, and University. There are hospitals and an American Institute. It is connected by rail with Oruro (125 miles). The altitude is about 8,400 ft.; the climate is mild and healthy; average temperature 66° Fahr. Fruit and flowers grow in profusion. Motor roads are reported open to La Paz (300 miles), and to Santa Cruz de la Sierra (276 miles).

A railway runs to Arani, 60 kilometres away. At Cliza station, 40 kilometres from Cochabamba, this line branches off towards Santa Cruz. It is now open as far as Cuevas Mayu, 52 kilometres from Cliza.

Air Services :—See under Air Section.

Hotels :—Majestic, Unión, Hispaño-Americano.

Corocoro, 69 miles from La Paz, near Desaguadero River, at an altitude of 13,000 feet, has a population of 4,500. It is the most important copper mining field in Bolivia. It is reached from La Paz by the Arica and La Paz Railway or by automobile.

Hotel :—Grand Hotel Corocoro.

Coroico, in the Department of La Paz, 80 miles north-east of La Paz, is reached from the capital by trail *via* Coripata. Population, 1,500; altitude, 6,500 feet. It stands in a rich agricultural region producing coffee, coca, sugar, rice, gold, and fruits, and will probably become important when the railway and highway from La Paz through the Yungas region reach it.

Hotels :—La Florida, El Norte, La Persa.

Gaiba, 1,500 miles up the Paraguay River, and 550 feet above sea-level, is a port in Eastern Bolivia. A 60-mile metre-gauge railway is in construction westward to the Indian settlement, Santo Corazón. Gaiba is reached by small craft from Corumbá (100 miles) in connection with the regular Argentine river steamers. Rail may be taken at Santos for Porto Esperança, whence there is a river service to Corumbá. A wireless station has been installed.

Guaqui, terminus of the Guaqui-La Paz railway, is on Lake Titicaca, near the mouth of the Desaguadero River. It is the chief

port on the Bolivian side and is in regular touch with the Peruvian lake port, Puno. The altitude is 12,500 ft. Tiaguanaco, famous for its pre-Inca ruins, is half an hour distant by train.

Daylight trips around the lake are arranged from Guaqui. Steamers leave on Wednesdays for the lake ports of Vilquechico, Moho, Julí, Pomata, Yunguyo and others, returning to Guaqui on Saturday.

Hotel :—Guaqui.

Oruro, the centre of the Bolivian railway system, is the centre also of the great tin-mining area. Silver, wolfram, and copper are all worked in the district. The population of 40,000, largely Indian, makes it one of the three or four largest towns. It is the home of a number of English-speaking mining officials. The altitude is high (12,100 ft.), and the night temperature is low. Antofagasta is distant 575 miles. La Paz (131 miles) can be reached by express train in about 7 hours. Also by road. The Bolivian Power Company, which lights the town and runs its telephone system, has built a large power station at Oruro and is extending its power lines over the area.

Air Services :—See under Air Section.
Hotels :—Eden, Parisienne, Gran.

Potosí (13,600 ft.), in one of the richest silver-mining departments, has a population of 35,000. Its mineral wealth has been famous since the 16th century. The town is one of the highest in the world. There are numerous buildings of historical interest, such as the Mint, the Government and Municipal Palaces, and the churches. The climate is cold, the temperature rarely rising above 59° Fahr. Regular motor services run to Sucre. La Paz is 375 miles by rail. Potosí is reached from Oruro (235 miles) by Antofagasta and Bolivia Railway to Rio Mulato, and thence by Bolivia Railway.

Hotels :—Splendid, España.

Puerto Suarez, on a bay of the Paraguay River, faces the Brazilian town of Corumbá (11 miles away). It is a Customs post, an important centre for the collection of rubber and coffee grown in the Santa Cruz Department, and is reached with difficulty from the western side. The town of Santa Cruz is 390 miles away, and the transit is a matter of weeks. The population is largely Indian. The climate is hot, with cool nights.

Air Services :—See under Air Section.

Pulacayo, in the Department of Potosí, has one of the largest and most profitable silver mines in the world (Huanchaca). There is a light railway to Uyuni (20 miles), which ascends from 11,800 to 13,700 ft., giving magnificent views over the plateau of volcanoes and snow-covered peaks in the far distance. Population, 4,000.

Riberalta, on the Beni River at its junction with the Madre de Dios, is 125 miles south-west of Villa Bella. It can be reached from Pará by river steamer, or by mule and steamer from La Paz or by aeroplane from Villa Bella. It is the centre of a large trade in rubber and nuts and there is a Bolivian Custom House. Population, 4,000.

Air Services :—See under Air Section.

Santa Cruz de la Sierra, almost in the centre of the Republic, is 276 miles east of Cochabamba, on an old trade route to Argentina and Paraguay. It was founded in the 16th century and with improved transport will become more important. The altitude is 1,500 ft., the climate is hot; the district is fertile in sugar and coffee. The town is two miles from the River Pirai and is built chiefly of wood and plaster in the Spanish style. Within the city is a curious lagoon, known as El Arenal, 300 yards long and 130 wide. The population is estimated at 30,000. The projected extension of the Embarcación-Yacuiba railway would bring the town into direct touch with Buenos Aires. There is a motor-road to Cochabamba. During the dry season the journey can be made in two days.

Air Services :—See under Air Section.
Hotels :—Comercio, Continental.

Sorata, a pretty town of 2,000 inhabitants, 90 miles north of La Paz, is connected with the capital by motor road *via* Achacachi, on the shore of Lake Titicaca. It is a health resort and has historical interest as the scene of a massacre by Indians in the revolt of 1781. The town lies at the foot of Illampu, the highest mountain peak in Bolivia (22,000 ft.).

Hotels :—Rodrigo, Colón.

Tarija, on the southern plains, is 85 miles east of Tupiza and 85 miles from La Quiaca (Argentina). It stands on the Rio Grande de Tarija, a tributary of the Bermejo, at an altitude of 6,300 ft. The climate is mild and the surrounding region is rich in agriculture and cattle. Population, 11,500. It is reached in 3 days by mule trail from Tupiza, or by automobile in 7 hours from La Quiaca, Argentina, or Villazón, Bolivia.

The Tarija Valley has yielded fossil remains of prehistoric animals : glyptodons, giant sloths, mastodons, llamas, bears, and wolves.

Hotels :—Social, Plaza.

Trinidad, in Beni Province and on the Mamoré River, is one of the biggest centres in the flat north-eastern part of the country. It has a hot climate, produces coffee and cacao, and is a market for cattle. It is reached from Cochabamba (263 miles) by 100 miles of river and a long mule journey, or alternatively by aeroplane, or from Brazil *via* the Madeira River; or by a new motor road from Todos-Santos (the head of navigation upon the Chapare River). Population, 7,000.

Air Services :—See under Air Section.
Hotel :—La Paz.

Tupiza (9,800 ft.), 140 miles south-east of Potosí, is a centre of the silver, tin, lead, and bismuth mining industries. It is in direct rail communication *via* La Quiaca with Buenos Aires, and with La Paz. It is reached from Sucre by mule back. Population, 1,500. A Custom House has been opened.

Hotels :—Europa, Americano.

Uyuni (12,000 ft.), near the southern edge of the great plateau, is 124 miles north of Tupiza. It lies unprotected on the plain with salt marshes near at hand. The town has 5,000 inhabitants, largely Indian. The market is interesting, as are the droves of llamas used

as beasts of burden. The famous Huanchaca silver mine is connected with Uyuni by a private railway. The neighbouring mines are large, and their produce is shipped from Antofagasta. The situation of the town, at the junction of the Antofagasta Railway with a through route to Argentina, makes it important.

Hotels :—Uyuni, La Bolsa.

Viacha, 18 miles from La Paz, is an important railway junction. The Antofagasta, Arica, Guaqui (for Mollendo) and Bolivia Railway Co.'s systems meet at this point. Population, 2,000.

Hotel :—Arica.

Villa Bella, at the confluence of the Beni and Mamoré Rivers upon the north-eastern frontier, is a Customs post, 1,010 miles from La Paz. Facing it and divided from it by the river is the small Brazilian town, Villa Murtinho, where there is a rail connection with Porto Velho on the Madeira River. It serves a district exceptionally rich in cacao, chicle, and rubber. Population, 500.

Hotel :—Canton.
Air Services :—See under Air Section.

Yacuiba, on the Argentine frontier, is to be connected by rail with the Argentine town of Embarcación (90 miles), and thence by State railway with Buenos Aires. It is an old settlement and a trading centre for the Gran Chaco. There are cart road connections with Santa Cruz and Villa Montes.

Air Services :—See under Air Section.

PHYSICAL FEATURES.

The name **Bolivia** commemorates Simón Bolívar, the Liberator of five nations (1783–1830), in recognition of his immortal services to the State.

The area is stated at about 700,000 square miles, inclusive of territory of which the ownership is in dispute with Paraguay.

The country is bounded north and east by Brazil, south by Paraguay and Argentina, and west by Chile and Peru. The lofty plateau of Bolivia, covering 6,500 square miles, with an average altitude of 12,000 feet and a breadth of 86 miles, runs between the Cordillera Occidental and the Cordillera Real and falls naturally into two divisions. The northern part is the most inhabited ; the more southern position of the plateau is mainly desert. The mountains of the Eastern Range trend, in the north, to the Amazon watershed, and on the east fall in steep precipices towards the plains. They constitute one of the world's greatest ranges, and the snow-clad peaks of Illampu, Illimani, Sajama, and Chacacomani exceed 21,000 feet. To the extreme south are the fertile Chaco and open plains of Manzo.

There are three distinct **climatic zones** : The Yungas or tropical valleys, north of La Paz, among the spurs of the Cordillera, drained by the Amazon, and at altitudes of 2,500–5,000 feet ; the Valles, or higher valleys ; and the Punas, or high plains. The mean temperature of the lowlands is about 74° F., and that of the plateau about 50° F. Little rain falls upon the western plateaux between April and November, but the rest of the year is wet. There are rains at

all seasons in the eastern part of the country, and heavy rains from November to March.

There are three **river systems,** those of the Amazon, La Plata, and the central plateau. The principal rivers of the first are the Beni and Rio Grande which unite to form the Mamoré, which, in turn, with the Madre de Dios forms the Madeira. The Rio Grande is the chief Bolivian tributary of the Mamoré; its course of 700 miles is partly navigable by flat-bottomed steamers. Of the Plata system entering the Paraguay River, the only Bolivian stream of importance is the Pilcomayo, which, traversing the Chaco region, receives sundry tributaries. Several small rivers discharge into Lakes Titicaca and Poópo.

The rivers are open to vessels of all nations. Of the total network there are about 6,000 miles navigable, affording excellent means of transportation and communication. The Paraguay is navigable for 1,100 miles by steamers of 8 ft. to 10 ft. draught, the Itenes for 1,000 miles, and the Beni for 1,000 miles (6 ft. draught only). Other rivers navigable by light-draught craft are the Pilcomayo, Mamoré, Madre de Dios, Itonama, Sara, Orton, Baures, Inambari, Piragua, Pirai, Chapare, Abuna, Yacuma, and Desaguadero.

Lake Titicaca is an inland sea over 4,500 square miles in extent, and 12,500 ft. above sea level. Its greatest length is 138 miles, and greatest width 69 miles. It is connected with Lake Poópo by the Desaguadero River. Poópo is 185 miles south-east of Titicaca, and its level is 505 ft. lower; its normal area is about 400 square miles. On old maps it is sometimes called Pampa Aullagas.

The **population** is assumed currently as 2,911,000. For each 1,000 inhabitants there are 545 of the indigenous races, 309 mixed races, and 146 of the white races; 80 per cent. of the population lives at an altitude of over 10,000 feet. The Bolivians are remarkable for longevity, and a census showed 1,261 centenarians. Of the foreign population of about 7,500, one-third are Peruvian. The number of British subjects is estimated at 500.

GOVERNMENT.

The **Constitution** of Bolivia, dating from 1880, guarantees freedom of religion, speech, education, and the Press. The executive power is vested in the President and two Vice-Presidents, who are elected by popular vote for a term of four years. The President is ineligible for an immediately-following second term of office. He nominates the Ministers of State—six in number.

The Legislature is composed of Congress, consisting of the Senate, with sixteen Senators, and the Chamber of Deputies, of whom there are seventy-five. Senators are elected by popular vote for a term of six years, one-third retiring every two years. Deputies are elected for four years, one-half retiring every two years. Congress meets at La Paz on August 6 each year, to receive the Presidential Message and the Budget proposals.

For administration the Republic is divided into eight departments and two territories, subdivided into provinces, cantons, and sub-cantons. The ruling officials are prefects, sub-prefects, corregidores, and alcaldes.

The Departments are: La Paz, Chuquisaca, Oruro, Beni, Santa Cruz, Potosí, Tarija, and Cochabamba. The territories are the Colonias of the Grand Chaco and the Orient.

Municipalities are autonomous and control their own revenue and expenditure. The municipal council is elected by popular vote, one-half of the members retiring annually.

All male citizens over twenty-one years of age, officially registered, who can read and write and have a fixed income, may vote.

The Judiciary consists of a **Supreme Court,** sitting at Sucre, with seven judges, who are appointed by Congress for a term of ten years; a District Court in each Department; and provincial and local courts.

The **language** of the educated classes is Spanish, that of the natives Quechua and Aymará.

The State recognizes and supports the Roman Catholic religion, but all beliefs are tolerated. There is an Archbishopric and three Bishoprics, those of La Paz, Cochabamba, and Santa Cruz. There are various missions with schools in which the Indians are taught trades.

PAST PRESIDENTS (Since 1899).

General Pando ..	1899	José Gutierrez Guerra	1917
Dr. I. Montes	1904	Bautista Saavedra ..	1921
Dr. E. Villazon ..	1909	Hernando Siles ..	1926
Dr. I. Montes ..	1914	Carlos B. Galindo (provisional)	1930–31

PRESIDENT.

Dr. Daniel Salamanca

VICE-PRESIDENT.

Dr. Luis Tejada Sorzano.

MINISTRY.

Foreign Affairs	Demetrio Canelas.
Home Affairs	José G. Almaráz.
Finance	Joaquin Espada.
Public Works and Communications ..	Zacarías Benavides.
Agriculture and Education	José Gabino Villanueva.
War and Colonisation	Enrique Hertzog.

Frontier Disputes: The division of the Chaco region is a continual source of trouble between Bolivia and Paraguay. A non-aggression pact was discussed at Washington during 1932, but later in the year the conflict flared up again, and the fighting on the frontier was continued during 1933.

A treaty drawn up in December 1928 between Bolivia and Brazil to settle boundary disputes has been ratified. Brazil agreed to pay Bolivia one million pounds sterling, this money to be used in building a railway from Santa Cruz to Puerto Grether, on the river Ichilo.

AGRICULTURAL AND FOREST PRODUCE.

Cultivation of the soil is carried on chiefly under primitive conditions. It is estimated that about 5,000,000 acres are under cultivation.

Maize is grown largely for local consumption. Attempts are being made, by the imposition of duties, to promote the growing of wheat.

Sugar is grown in all the torrid valleys, and rum is distilled. **Coffee** of high quality is cultivated in the Yungas of La Paz, Santa Cruz, and parts of Chuquisaca. Exports rose from 28,676 kilos in 1929 to 415,720 kilos in the 1st 9 months of 1932. **Cacao** is produced chiefly in Santa Cruz, and large regions suitable for the crop remain to be exploited.

The cultivation of **coca** is the principal basis of the agricultural industry of the Yungas, and the most lucrative business of that region. Of the coca production of the Department of La Paz, the Province of Nor Yungas produces about 37 per cent., Sur Yungas about 58 per cent., and Inquisivi the rest. The production of coca in the Department of La Paz is about 3,700 tons annually. The production of the Department of Cochabamba is smaller.

Tobacco is grown for local needs. Good **wines** are produced in Chuquisaca, at Cinti.

Cotton is fostered under a system of prize-giving. The La Paz textile mill, with a daily capacity of 2,300 kilos of cotton, is expected to stimulate the growing of cotton.

Vanilla of good quality is exported.

Rubber is the most important forest product. The fact that Bolivian rubber is classed as either Pará or Mollendo on the foreign market does an injustice. Amazonian rubber is known to the trade usually by the ultimate port of shipment, which is generally either Pará (Brazil), Mollendo (Peru), or sometimes Montevideo. Rubber from the lower reaches of the rivers is exported through Pará, and that from the Beni headwaters generally through Mollendo.

The headwaters of the affluents of the Beni are the principal source of the Bolivian supply of **quinine** bark. The product is placed on the market under different names, such as " cascarilla," " calisaya," " cinchona," and " quina." Bark stripped from the trunk of the tree is known as " quina tabla," and bark stripped from the branches " quina canuto," or " quill." It is well dried and exported in bundles of about 50 pounds. The export is below 200 tons.

The chief obstacles to the working of **timber** in Bolivia are the lack of transport and the character of the tropical forest. No railway taps the timber country. Many of the native hardwoods are too heavy to be carried in rafts. The forests of the Amazonian region are so dense and so tangled that it is difficult to penetrate them, and lumbering is attended with great difficulties.

Among the most common woods of eastern Bolivia are cedro (or Spanish cedar), jacaranda, lapacho, laurel, quebracho blanco, urundey, palo santo, palo blanco, mahogany, walnut, ebony, incienso, and the giant carob. Some of these are valuable cabinet

woods. Among trees with a high tannin content is the curupay. These woods are generally known by Indian names, and the same tree has different names in as many parts of the country. Some of the native woods, such as the tajibo negro, or "iron tree," are extraordinarily hard, and others, extremely light, like the palo de balsa, are used for making canoes.

MINERAL RESOURCES.

Mining is the chief industry of the country and minerals compose about 90 per cent. of the exports.

In practice, **tin** production is the governing factor in Bolivian trade and accounts for 76 per cent. of the exports. Bolivia is the second tin-producing country in the world, following the Malay Straits Settlements. The deposits are numerous along the Bolivian range of the Andes, but more especially in the spurs westward from the inland range. The four chief districts for tin mining are Potosí, Oruro, La Paz, and Chorolque. The three chief mines are the Llallagua, La Salvadora, and Oploca. Lodes are found at altitudes of from 11,000–16,000 ft. in the Cordillera Real, generally in small veins running through various rock formation.

The greater part is exported in the form of barilla to England for smelting. The total export for 1931 was 31,232 metric tons, against 38,755 metric tons in 1930. Under the international restriction scheme Bolivia has agreed to reduce exports to 14,688 long tons per annum as from July 1, 1933. The actual exports during the whole of 1932 were 20,918 metric tons.

Some seven millions worth of **silver** has been taken from the Potosí region since the sixteenth century, and the tailings left by past generations of miners are profitably worked near Oruro.

The course of prices since 1890 has diverted attention rather to tin, and the output of silver is much lower than formerly. Exports: 1930—217 metric tons; 1931—177 metric tons; 1932—128 metric tons.

Copper veins of lower grade or in less accessible situations are distributed widely in the mountain chain, but it is from Corocoro upon the railway from Arica that the supply is derived. The ore is rich in quality but less economical to work than some Chilean deposits of lower yield. Exports: 1930—3,986 metric tons; 1931—2,048 metric tons; 1932—2,017 metric tons.

Lead is abundant in the Central Plateau. It has been worked especially in the Potosí district under transport difficulties which have made it a less profitable mineral than tin. The discovery is reported from the southern part of Potosí Department of valuable lead ore near the railway. Silver is associated with lead in some of the mines. Exports: 1929—14,955 metric tons; 1930—12,016 metric tons; 1931—6,669 metric tons; 1932—5,489 metric tons.

Bismuth is found in combination with other metals, notably in La Paz and Potosí. It is worked by a large international company, and the production is adjusted to suit the market needs. Exports:

1929—151 metric tons; 1930—61 metric tons; 1931—26.5 metric tons; 1932—2.3 metric tons.

Antimony and **wolfram** are abundant, and the sulphides of antimony in many instances bear a proportion of gold. Wolfram occurs as ordinary wolframite, and also in association with other valuable metals. The export of antimony was 1,348 metric tons in 1931, and 1,469 metric tons in 1932. The export of wolfram was 532 metric tons in 1930, 246 metric tons in 1931, and 411 metric tons in 1932.

Gold occurs in the sands of several rivers, and deposits are known to exist in the Muñecas Province, eastward towards the Amazon, near Tupiza, and in the Acre district of the north. Mining operations have not been remunerative and the production is small. In 1932, 218 ounces of gold were exported.

Zinc in the form of sulphides containing a proportion of silver is found especially in Potosí, in the Pulcayo-Huanchaca district, and ore is regularly exported in quantities rising from a few hundred tons up to several thousand tons, with 14,645 metric tons in 1931, and 12,968 metric tons in 1932.

Oil: The Standard Oil Company are continuing their operations in the Chaco district. It is reported that the possibilities in this area are very considerable, but development is retarded by lack of transport. A small quantity of petrol is being distilled at Tarija.

A number of concessions are held in the Cochabamba district. It is stated that drilling operations will be started here by the "Aguila Doble" Company. Transport does not present the same problems here as in the Chaco. Total Bolivian production in 1932 was 44,000 barrels; most of this was used in development work.

BOLIVIAN LIVESTOCK.

In 1929 it was estimated that there were 1,854,915 cattle, 5,552,074 sheep, 747,581 goats, 1,882,000 llamas and alpacas, 335,580 pigs, and 375,738 horses, mules, and donkeys.

Some quarter-million wild **cattle** range the Llanos, descendants apparently of Spanish cattle escaped from La Plata. The grasses and soil of the eastern part of the country would make valuable grazing land. The bullocks are light and yield about 3 cwt. of beef.

Sheep are kept in small flocks in the hills, but are not carefully tended. Dried and salted mutton or chalona is considered a delicacy.

Llamas serve as pack animals and are sheared at intervals of two to five years. They yield per head about five pounds of wool, which is used incidentally to make tether ropes for mules. They carry hundredweight loads 12 to 14 miles a day.

The valuable wool-bearing animal, the **alpaca,** belongs to the same family as the llama and the **vicuña,** but its legs are shorter than those of the llama. The alpaca flourishes in the region about Lake Titicaca and the Province of Carangas in the Department of Oruro. The centres of the alpaca wool trade are Charaña and Puerto Acosta. The former town is on the Arica-La Paz Railway. Puerto Acosta is on Lake Titicaca.

The export of alpaca wool has been 182 tons in recent years, and that of llama and sheep wool much less.

The Fur Trade :—The principal **fur-bearing** animals in Bolivia are the vicuña, chinchilla, and fox. The vicuña, a wild member of the family to which the llama and alpaca belong, is found among the mountains throughout the plateau country, though in diminishing numbers. It is much smaller than either the llama or alpaca and has a fine, silky wool of a tawny colour. Indians use its skin to make " colchas " or rugs. Uyuni is the largest market for this and other classes of furs.

The chinchilla is found in the more remote parts of the Cordillera Occidental, from the Atacama country in the south up to the Province of Pacajes. Most of them, however, live in the region of Mount Tatasabaya, in the Province of Carangas, where a large area of ground is covered with large rocks, among which the chinchillas make their homes. A chinchilla farm has been established with British capital at Champuyo, near Uyuni.

The chinchillon is smaller than the chinchilla, but its fur is similar to the touch and has the same bluish-grey color, though shorter than the fur of the chinchilla.

The red fox is found in many parts of Bolivia, and numbers of the skins are sold in La Paz.

INDUSTRIAL DEVELOPMENT.

Manufacturing industries are in their infancy, and no immediate progress is promised for the near future. La Paz has nearly all the manufacturing plants in the country. Their products include cement, flour, soap and candles, leather goods, cotton textiles, paper and paper boxes, furniture, bakery products, alcohol, beer, mineral water, mosaics, candy, and macaroni. The total production in each case is small and aims only to supply the local demand.

The cement plant at Viacha, near La Paz, produces about 4,000 barrels a month. The cotton-textile mill, which began operating in 1929, produces about 20,000 linear yards of cloth a day. A woollen-textile mill was started at La Paz in 1930. A new flour mill with an annual capacity of 12,000 tons was started in 1931.

Fuel : The chief obstacle to the industrial development of Bolivia is the lack of cheap fuel. Coal is not produced, and the cost of importation is high. The Diesel engine is largely used for raising power. Developed water power is reported at Punata, 2,500 H.P. ; La Paz, 2,000 H.P. ; Cochabamba, 1,000 H.P. ; Potosí, 500 H.P. ; and Sucre, 157 H.P.

INLAND NAVIGATION.

The principal obstacles to **navigation** in the Amazonian headwaters consist of bars and " palisadas." During high water these streams eat away their banks, with the result that large trees fall into the river and impede craft. Light-draught boats are needed to clear the channels thus obstructed.

The navigability of these rivers depends largely on the season of the year. This is particularly true of the Acre, by which steamers from Manáos can reach Cobija for several months of the year, but is only open for " batelones " during much of the dry season. At Concepción on the Beni, the level of the river varies from 8 ft. in August to 25 ft. in February.

Most of the launches on the rivers are of 10 to 50 tons burden, and are operated by rubber companies, which use them for general freight and passenger business as common carriers. The launches burn wood fuel and travel leisurely, stopping wherever there is cargo to take on or disembark.

IMPORTS AND EXPORTS.

Year.	Imports. Bolivianos.	Exports. Bolivianos.
1929	71,417,274 ..	140,007,040
1930	58,134,613 ..	101,561,417
1931	29,821,019 ..	60,613,624
1932	22,351,535 ..	48,903,564

The apparent favourable trade balance is much reduced by converting these " nominal " figures into " real values " by adding 20 per cent. to the imports and deducting 25 per cent. from the exports.

Of the total exports approximately 83 per cent. were to Great Britain and 3.5 per cent. to the United States. Of the imports, about 24 per cent. were from the U.S. and 18 per cent. from the United Kingdom.

PUBLIC DEBT.

(Oct. 31, 1932).

	Bolivianos.
External Debt	172,179,105
Internal Debt, Funded ..	26,958,719
Floating Debt	42,695,355

U.S. investments in Bolivia are $61,619,000. Service on the external debt continued in default in 1932.

COINAGE AND MEASURES.

By the Monetary Law of 1928 the unit of account is the gold boliviano containing 0·54917 grams of gold fine. The law provides for the minting of coins of ten and twenty bolivianos, the former to be called a " Bolivar " and the latter a " Double Bolivar," the " Bolivar " to weigh 6·10189 grams of 900 fine. There is no Bolivian gold yet in circulation. In U.S. money the new boliviano = 36·5 cents. Gold coins of the United States circulate at the rate of 2·7399 bolivianos to the dollar. Gold is legal tender up to any amount, and silver up to 10 bolivianos. Silver coins are minted in denominations of 1 boliviano (15 grams 800 fine), one-half, and one-fifth bolivianos. But paper notes in denominations of 1, 5, 10, 20, 50, and 100 bolivianos are the chief circulating medium. In June 1932, the Central Bank established a sliding scale for the parity exchange rate with sterling depending upon the price of tin in the London market.

The **metric** system is compulsory by law, but the following Spanish measures are employed chiefly in retail trade :—

Lineal.—1 vara = 3 pies = 36 pulgadas = 32·92 in.

Capacity.—Dry : 1 arroba = 6.70 gallons. Liquid : 1 galon = 0·74 gallon.

Weight.—1 libra = 16 onzas = 1·0147 lb. ; 1 arroba = 25 libras = 25·36 lb.; 1 quintal = 100 libras = 101·47 lb.

POSTS AND TELEGRAPHS.

Mails to Bolivia are sent *via* Buenos Aires and Quiaca ; *via* United States ; and by Pacific Steam Navigation Line *via* Panamá.

English postage, 2½d. first ounce, 1½d. each ounce after. Letters sent by the weekly air-mail *via* France and Argentina require a special additional fee at the rate of 4s. 2d. per half-ounce. Printed paper and samples, 3s. 6d. per 2 ounces.

Homeward mails due about twice a week.

Packages sent by parcel post with contents exceeding 100 bolivianos value should be accompanied by certified consular invoices in order to avoid fines and double charges.

Air mail rates (internal) : 30 grammes, Bs. 0·50 ; additional 30 grammes or fraction, Bs. 0·30 ; postal cards, Bs. 0.20.

There are Government owned **wireless** stations at Viacha and Santa Cruz. An American company runs a station at Yacuiba. A **broadcasting** station has been opened at La Paz.

An automatic telephone system has been installed at Oruro

THE PRESS.

The principal **newspapers** in La Paz are the daily papers " Ultima Hora," " La Razón," and " El Diario." Other leading papers are published at Sucre, Cochabamba, Oruro, and Potosí.

PUBLIC HOLIDAYS.

Jan. 1.—New Year's day.
May 1.—Labour day.
May 25.—Sucre Municipal Holiday.
June 24.—National Feast.
July 16.—La Paz Municipal Holiday.
August 5, 6, and 7.—National Festival.
October 12.—Fiesta de la Raza.
Many Roman Catholic Church festivals are observed.

JOURNEYS FROM THE COAST.

Available Routes.

There is no seaboard, and access to Bolivia is gained normally through the Pacific ports of Mollendo, Antofagasta, or Arica ; or by rail from Buenos Aires. In travelling to La Paz the routes are :

From **Mollendo** (Peru) to Puno on Lake Titicaca by rail, thence by lake steamer to Guaqui (Bolivia), thence to La Paz by rail ; 35 hours by new fast service ; rail mileage 394.

From **Antofagasta** (Chile) to La Paz by rail, passing through Uyuni and Oruro ; 30 hours (722 miles).

From **Arica** (Chile) to La Paz. The State railways afford a short route from the coast to the capital. The distance of 278 miles is

traversed in 20 hours ; the return journey in 17 hours.

From **Buenos Aires** through rail connection is open to La Paz over the Central Argentine Railway to Tucumán, and Central Northern to the frontier at La Quiaca. At Villazon, on the Bolivian side, train is taken for Tupiza and Atocha, where the Bolivia Railway Co.'s system is joined for Uyuni, Oruro, Viacha and La Paz. Mileage, 1,663. Time, 74 hours.

In travelling to south-eastern Bolivia and the new settlement near **Lake Gaiba** the long river journey from Buenos Aires may be avoided by the overland route through Brazil, viz. :—

Santos to São Paulo and forward by train over the N.W. of Brazil Railway to Porto Esperança (1,273 kilometres), from which point river steamers connect with the trains on Tuesdays and Saturdays, and run to Corumbá (Paraguay River).

Arica-La Paz International Railway.

The line from Arica skirts the coast for 6 miles and passes into the Lluta Valley, whose vegetation is in striking contrast with the barrenness of the surrounding hills.

The line ascends, affording views of peaks ranging up to 14,000 ft. At 208 kilometres (129 miles) from Arica is Charaña, on the Bolivian frontier. The railway reaches its maximum altitude at Jeneral Lagos, from which point are seen the snow-capped peaks Tacora, Putre, and Sajama.

In the Bolivian section the line skirts the Mauri, Desaguadero, and Colorado Rivers, and leads to Viacha, the junction of the several railways running to Antofagasta, Mollendo, and Arica. Objects of interest near Viacha include the baths at Calacoto, the copper works at Corocoro, the hot springs at Comanche, and the ruins of an ancient civilization. The mountain peaks visible include Illimani, Sorata, Huayna-Potosí, Mururata, and many others.

There are sleeping and restaurant cars upon the trains between La Paz and Arica.

The Monday trains, Arica-La Paz, connect with the vessels of the Pacific Steam Navigation Company, the Compañia Sud-Americano de Vapores, Braun and Blanchard, and the Grace Line. Trains leave La Paz on Thursday, reaching Arica on Friday.

Fares :—Arica to La Paz, first-class, £3 1s. 9d. ; second-class, £1 18s. 7d. Sleeping cars, 15s. extra.

Antofagasta-La Paz.

The Antofagasta Railway, the most southern of the three lines connecting La Paz with the Pacific coast, affords access to magnificent scenery. The line starts at Antofagasta (590 miles north of Valparaiso), a port well served by ocean steamers. The railway is of metre gauge, its coaches are roomy and smooth running, and the journey is now performed without change of carriage in 42½ hours. Under a schedule made effective in early 1929 the time is reduced to 30 hours.

The line reaches an altitude of 13,000 ft. in 223 miles, and negotiates gradients as steep as one in thirty. It traverses the principal

Chilean nitrate district (between El Buitre and Sierra Gorda station). At Calama (149 miles) the barren country ends ; pasture lands greet the eye. Calama, 7,400 ft. above the sea, is a useful point at which to stay for a day or two in order to accustom oneself to the mountain air before seeking the higher altitude.

Near Conchi (186 miles) is the Loa Viaduct, crossing the Loa River (336 ft. below) at 10,000 ft. above the sea. The viaduct has six 80-ft. lattice girder spans, with steel trestle supports. At San Pedro (195 miles) are large reservoirs constructed at a cost of £1,250,000 to supply fresh snow water to the nitrate fields and ports. Near this point the line skirts the base of the two volcanoes San Pedro and San Pablo.

The summit is reached at Ascotán, and the line descends to 12,200 ft. at Cebollar, where it flanks a great borax lake, 24 miles in length. The Bolivian frontier is crossed at 275 miles from Antofagasta, a short distance beyond Ollagüe station. For the next 108 miles to Uyuni the line maintains an almost uniform level of 12,000 ft.

From Rio Mulato (446 miles) a branch line runs to Potosí. At Huari (498 miles) Lake Poópo comes into sight. From Oruro (575 miles) the journey is continued over the leased line of the Bolivia Railway. The scenery in this section ceases to be uninteresting near Viacha. The majestic Illimani comes into view ; the Alto station is reached with its fascinating view of La Paz in the basin of the hills. For a list of the stations, distances, and altitudes upon this line see " Rail Routes in Chile."

Mollendo-La Paz (Southern Railway).

La Paz may be reached in comfort from Mollendo (Peru) by the trains of the Southern Railway of Peru. So much of the route as lies in Peruvian territory is detailed elsewhere. The line runs *via* Arequipa to Puno upon Lake Titicaca. Steamer is taken down the lake to Guaqui, on the southern or Bolivian shore, and from that point the journey is by rail (60 miles) over the Guaqui-La Paz Railway.

The lake is the highest navigable water in the world, and is crossed in steamers built in England and brought up in sections from the coast.

A fast service has been provided to perform the 506 miles journey in 33 hours and to allow the lake crossing to be made by daylight.

Baggage and passports are examined by the Bolivian officials before travellers board. The ship sails as soon after the arrival of the train as the passengers and baggage can be transferred and the formalities complied with. The state-rooms are as comfortable and well equipped as on the average sea-going passenger ship. The greatest of the discomforts experienced is the cold.

From Guaqui to El Alto the railway follows the broad plateau at an almost even gradient, rising only about 1,000 ft. in the 55 miles. The first evidence that a city is near is the well-kept golf course near the railway at Alto. Here the steam locomotive is exchanged for a powerful electric motor, and it is only after

the precipitous descent is begun that La Paz comes into view, nearly 1,200 ft. below. By a series of circles and loops, traversing a distance of only five miles, the train is brought to the station at the edge of the city.

Buenos Aires-La Paz.

New schedules, effective since May 1927, reduce the travelling time. Trains leaving Retiro Station, Buenos Aires, on Wednesdays are due in La Paz on Saturdays at 4.00 p.m.

A train leaving La Paz 11.00 a.m. on Friday is due in Buenos Aires on the following Monday at 4.00 a.m.

The through fare, 1st class single with sleeping accommodation, fluctuating with the rate of exchange, can be calculated at £18.

The single change of trains is at Tucumán (24 hours' ride from Buenos Aires) to the metre-gauge train that finishes the trip to Buenos Aires. Hand baggage is examined by the Customs officers in the train, and heavier luggage at Buenos Aires and La Paz.

The route affords the sight of immensely varied scenery ; northbound the plains of the pampa are succeeded by the sugar fields of Tucumán with the mountains in their rear. The line ascending to the frontier through bare hillsides clad with cacti, passes to the high plateau with vistas of distant peaks and occasional fertile valleys. Rugged crags and precipices are skirted, flocks of llamas are seen, and the ever-varying colours of a journey veritably across the roof of the world are succeeded by the brilliance of the descent into La Paz.

Information for Passengers.

Passengers for Bolivia must be in possession of (*a*) Passport of origin with complete filiation and finger print. This must be visaed by a Bolivian Consul ; (*b*) Certificate proving the bearer has no contagious disease, issued by a doctor in the country of last residence ; (*c*) Certificate from the Police Department of country of residence stating that bearer has not been condemned or prosecuted for criminal offence during the last five years ; (*d*) Certificate from the Police Department stating that the bearer exercises an honest profession.

Bolivian Consuls will not vise passports to persons who are not in possession of these documents. The vise is good for one year. Two photographs are required, one for the passport and one for the consular file. Frontier authorities will not permit entry without the necessary papers. A foreigner who intends staying in Bolivia for some time must report to the Police Department of the town in which he is taking up residence.

Tourists in Bolivia receive guidance and information at the Travellers and Foreigners Aid Bureau, Calle Comercio No. 60, La Paz.

Guidance for Commercial Travellers.

The tax payable by commercial travellers in Bolivia is a municipal one, and varies in the 85 different Municipalities. The duration

of the licence varies in the different districts. Travellers are generally classified for licence purposes according to the importance of the business represented.

On entry into the country samples without value are passed by the Customs free of duty ; for dutiable samples a deposit must be made. A bond can be given through a bank or an officially appointed dispatching agent. Samples without value include pieces of cloth, measuring not more than 40 cms. long.

The following table gives particulars for the capitals of Departments. The arrangements in the smaller places are similar, but the rates are generally lower.

Town.	Fee in bolivianos according to class	Period.
La Paz	250, 50	Annual.
Cochabamba	300, 100.	3 months.
Oruro	200,50.	—
Potosí	400, 150, 100 or 50.	Per visit.
Santa Cruz	600, 100.	Per month.
Sucre	400, and 100.	30 days.
Tarija	300, 100.	Per visit.
Tupiza	180, 40.	Per visit.
Uyuni	200, 25	Per visit.

A BOLIVIAN CALENDAR.

1054–1533. Approximate period of the Empire of the Incas.
1525–28. Francisco Pizarro and Diego de Almagro explore the coast.
1533. Execution of the Inca Atahualpa.
1535. Bolivia invaded by Pizarro.
1543. Arrival of first Viceroy.
1545. Discovery of the silver mines of Potosí.
1546. Rebellion of Gonzalo Pizarro.
1573. City of Cochabamba founded.
1721. The Presidency of Quito made part of the Vice-Royalty of New Granada
1780. Indian rising under Tupac-Amaru and Tupac-Catari.
1809. First revolt against Spanish rule in Charcas.
1810. Defeat of the Spaniards at Suipacha.
1813. Patriot forces defeated at Vilcapujio and Ayuma.
1816. Invasion by the Spaniards under the Viceroy Laserna.
1822. Patriot forces destroyed by Spaniards in the neighbourhood of La Paz.
1824. Signal patriot victory at Ayacucho and Junín.
1825. Republic of Bolivia proclaimed.
1825. Bolívar made first President of Bolivia.
1828. After strife with Peru, General Santa Cruz becomes President.
1835. Santa Cruz establishes the Peru-Bolivian Confederation.
1839. Peru-Bolivian Confederation dissolved.
1843. New Constitution.
1847. Unsuccessful invasion of Peru by General Ballivián.
1865. Diplomatic relations with England severed.
1879. Outbreak of war with Chile.
1880. New Constitution proclaimed by General Narciso Campero.
1883. War with Chile.
1884. Treaty signed with Chile.
1892. Treaty signed between Chile and Bolivia. Antofagasta-Oruro Railway opened.
1900. Construction begun of the railway from Lake Titicaca to La Paz.
1902. Guaqui-La Paz Railway opened.
1904. Peace treaty with Chile.
1930. Civil war. Bolívar Centenary.
1931. Visit of the Prince of Wales.
1932 33. Conflict with Paraguay.

LEGATION AND CONSULATES IN GREAT BRITAIN.

RESIDENCE.	DESIGNATION.	NAME.
16 Grosvenor Place, S.W.1.	Envoy Extraordinary and Minister Plenipotentiary.	Carlos Victor Aramayo.
	Counsellor	Mamerto Urriolagoitia H.
	First Secretary	Mariano Deheza.
	Secretary (specially attached).	Eduardo Aramayo.
	Attaché	Pastor Llobet.
London (16 Grosvenor Place, S.W.1.)	Consul-General	Mamerto Urriolagoitia H.
	Vice-Consul	Dr. Hugo Boger.
	Secretary	Luis Romero.
Liverpool	Consul-General	L. Guzman Virreira.
Wellington Buildings, The Strand)	Consul	R. A. Barker.
	Vice-Consul	J. Lionel Barber.
Aberdeen	Consul	James H. Edwards.
Birmingham	Consul	Andrew Boyle.
Cardiff	Consul	Alfred Bovey.
Dover	Consul	W. Rutley Mowll.
Edinburgh and Leith	Consul	John Sharp.
Glasgow	Consul (Acting)	Peter M. Hamilton.
	Vice-Consul	Peter Hamilton.
Hull	Consul	Norman Oughtred.
Manchester	Consul	A. Romero Ovando.
Newport (Mon.)	Consul	Antonio Zorroza.
Newcastle	Consul	E. Cameron.
Southampton	Consul	G. Gordon Bouts.

BRITISH LEGATION AND CONSULATES IN BOLIVIA.

The letter (M) denotes that the Consular Officer holds a Marriage Warrant. Members of the Diplomatic Service do not require Warrants.

RESIDENCE.	RANK	NAME.	CONSULAR DISTRICT.
La Paz	Envoy Extraordinary, Minister Plenipotentiary, and Consul-General.	Richard Lysle Nosworthy.	Republic of Bolivia.
	Vice-Consul	G. E. Vaughan	—
Cochabamba	Vice-Consul	T. O'Connor	—
Oruro	Consul	H. O'Donnell	—
Potosí	Vice-Consul	John Davidson	—
Sucre	(M) Consul	Ernest F. Moore	Departments of Chuquisaca and Tarija.

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Rua Visconde d'Inhaúma, 69. Rua Saccadura Cabral, 108.

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BRAZIL.

Rio de Janeiro, the Federal capital, is on the southern shore of a landlocked harbour 15 miles long and 2 to 7 miles wide. The setting, with its superb brilliance of colouring, is the most admired in the world. The city extends half a dozen miles along the broken sea-front of a narrow alluvial strip between the mountains and the sea. The rich vegetation of the hillside contrasts with expanses of grey rock. Strong individuality is lent to the scene by the famous granite cone, the Pão de Assucar (Sugar Loaf Mountain, 1,100 ft.), and by Corcovado, a jagged peak rising 2,300 feet from amid the houses of the city. There are other eminences, including Tijuca, the highest point in the foreground, and 30 miles away rise the almost fantastic shapes of the Organ Mountains with the five "Fingers of God." The entry into Rio Harbour is an unequalled spectacle whether by night or day.

The city is worthy of its setting. The promenade facing the sea is of white marble, and five miles long. Many of the buildings are palatial; the city squares are of great beauty, with bronze statuary, fountains, and luxurious verdure. These pleasances are beautifully maintained in order, and the open-air life of the cafés lends constant liveliness and gaiety to the scene. The city is undergoing an extensive remodelling. The programme comprises the beautifying of the centre of the town, the construction of buildings on the site of the Morro do Castello, the reclamation of the Sacco da Gloria, and the reconstruction of the east end of the town. The earth washed down from the Morro do Castello now forms a peninsula known as Ponto do Calabouco, upon which will be constructed the Rio de Janeiro airport.

Rio is one of the healthiest cities in the tropics, with a death-rate of twenty per thousand. The city proper occupies about 60 square miles; the Federal District 430 square miles. The population is 1,730,000. Trade winds cool the air, and the maximum temperature of about 90° F. is attained in February; the minimum, 60° F., in July. Sunstroke is uncommon. November-May is the rainy season, and the annual rainfall is about 30 inches.

Landing:—Alongside quays at end of Av. Rio Branco.

Hotels.

Name of Hotel.	Address.	No. of beds.	Tariff.
*Copacabana Palace Hotel ..	Av. Atlantica Copacabana ..	250	Per day 50–80 milreis with all meals.
*Hotel Gloria	Av. Beira Mar	250	
*Palace Hotel	Av. Rio Branco	200	
Hotel Central	Praia do Flamengo ..	100	
Hotel dos Estrangeiros ..	Praça Jose de Alencar ..	200	
Natal Hotel	Praça Floriano	—	25 milreis
Hotel Monroe	Av. Rio Branco	—	
Itajubá Hotel	Rua Alvaro Alvim	400	from 30 milreis
Hotel Avenida	Av. Rio Branco	250	25–40 milreis

* Special apartments at higher rates. Milreis = 3½d. (approx.).

(For announcements of local hotels and business houses, see the later section of this book, "Local Classified Advertisements.")

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SS. "PRINCIPESSA MARIA," "PRINCIPESSA GIOVANNA."

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Points of Interest :—Two of the streets are particularly interesting. The Avenida Rio Branco, over one mile in length, 108 feet wide and with trees down its centre as well as on its causeways, is the main artery. The Avenida is lined with ornate buildings, including banks and steamship offices, some hotels and public buildings, notably the Government offices, the School of Art, National Library, Supreme Court and Municipal Theatre. The Rua Ouvidor, crossing the Avenida Rio Branco near its middle, contains the principal shops. The Avenida Beira Mar, with its royal palms, bougainvilleas and handsome villas, coasting the Botafogo and Flamengo Beaches, offers one of the most beautiful drives. Passage through a tunnel leads to the Avenida Atlantica, on the Copacabana Beach, the celebrated bathing-place. There are fine views along the Avenida Niemeyer, 125 feet above the sea.

The Botanical Gardens are open daily, 6.30 a.m. to 6.30 p.m. The most salient features are the transverse avenues of 100-ft. palm trees. There are over 6,000 varieties of plants, a museum, herbarium, aquarium, and library. There are Victoria Regina waterlilies of 21 ft. circumference.

The National Library in Avenida Rio Branco, founded 1810, houses over 500,000 printed books and many rare MSS. from the royal archives of Portugal. The building is open 10 a.m. to 10 p.m. on weekdays, and 11 a.m. to 3 p.m. on Sundays.

The School of Art has important works by old masters in addition to modern paintings by Brazilian and other artists.

The Annexe of the Historical Museum (Praça de Republica) is open daily 11 a.m. to 3 p.m., except on Sundays and holidays. It contains pictures, maps, and historical treasures.

The Zoological Gardens in Villa Isabel suburb contain good examples of Brazilian and imported wild animals.

The Quinta da Bôa Vista, formerly the Emperor's private park, contains many specimen trees. It is open (Mondays excepted) 8 a.m. to 5 p.m., and is upon the tram and omnibus routes.

The tramway service is singularly good and inexpensive, and the routes followed allow most of the surroundings to be seen with ease. There are frequent motor omnibus services to all parts.

THEATRES :—Most of the playhouses are devoted to light amusement, but occasionally opera is staged at the Municipal Theatre. Among theatres of note are the S. Pedro, João Caetano, Republica, Carlos Gomes, Casino and San José. There are numerous first-class cinemas.

Addresses :—

British Embassy, Praça 15 Novembro, 10–20.
U.S. Embassy, Avenida das Nações.
British Consulate General, Praça 15 Novembro No. 10–30.
U.S.A. Consulate General, Edificio "A Noite," 19th floor.
Y.M.C.A., Rua Araujo Porto Alegre, 36.
British Chamber of Commerce in Brazil, Avenida Rio Branco 51–53.
American Chamber of Commerce for Brazil, Edificio "A Noite," 18th floor.
British Church, Rua Evaristo da Veiga, 10.
British Library, Travessa do Ouvidor, 39.

MARKETS :—"Mercado Novo," close to Praça 15 de Novembro; "Flower Market," Praça Olavo Bilac. Visit early morning.

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Enquiries Invited.

RAIL :—(1) Central Brazilian Railway to São Paulo, Santos, the South and the interior. (2) Leopoldina Railway to Victoria and the North. (3) Rio do Ouro. (4) Corcovado.

ROADS :—To São Paulo, 300 miles; to Petropolis, 39 miles, and Bello Horizonte.

Air Services.

July to September (inclusive) there is a fortnightly service from Rio to Pernambuco and Europe by "Graf Zeppelin," leaving Rio alternate Thursdays.

Cie. Generale Aeropostale.—*Northbound*: Every Saturday, for Victoria, Caravellas, Bahia, Maceió, Recife, Natal, West Africa, Morocco, and Europe.
Southbound: Every Saturday, for Santos, Florianopolis, Porto Alegre, Pelotas, Uruguay, Argentina, Paraguay, and Chile.

Syndicato Condor Ltd.—*Northbound*: Every Thursday, for Victoria, Caravellas, Belmonte, Ilheos, Bahia, Aracajú, Penedo, Maceió, Recife, João Pessôa, and Natal.
Southbound: Every Tuesday and Friday, for Santos, Paranaguá, São Francisco do Sul, Florianopolis, and Porto Alegre.

Panair do Brazil (American).—*Northbound*: Every Tuesday, for Victoria, Caravellas, Ilheos, Bahia, Maceió, Pernambuco, Natal, Arreia Branca, Ceará, Camocin, Amarração, Maranhão, Pará, West Indies, and United States.
Southbound: Every Monday, for Santos, Paranaguá, Florianopolis, Porto Alegre, Rio Grande, Uruguay and Argentina.

Post Office (Brazilian Army Planes):—Monday, Wednesday, and Friday to São Paulo and Matto Grosso (Mail at G.P.O. up to 10 a.m.).

Excursions near Rio de Janeiro.

CORCOVADO (Hunchback Mountain), by tram "Aguas Ferreas," from Av. Rio Branco to Cosme Velho Station, thence by rack railway, or by "Sylvestre" tram from Largo da Carioca and rail; also bus marked "E.F. Corcovado," from the top end of Avenida Rio Branco. Trains leave Cosme Velho for the summit. There is a superb view from the summit of the Corcovado (2,329 ft. high). A gigantic figure of the Christ stands on the summit.

The railway ride to the summit is 2½ miles long with stops at Sylvestre and Paneiras. Trains run at short intervals during the summer months (January-March), and less frequently during the remainder of the year. Special trains can always be chartered.

PÃO DE ASSUCAR (Sugar Loaf Mountain), by tram "P. Vermelha," from Av. R. Branco, thence to the summit by aerial railway in two stages; P. Vermelha to Morro da Urca (500 ft. high): M. da Urca to Pão de Assucar (1,100 ft.).

The car carries 15 passengers. It arrives at Urca in four minutes, and there a change is made to a second car which arrives at the summit five minutes later. The bird's-eye view of the city and its beaches is of a fascinating beauty.

TIJUCA, by tram marked "Alto da Bôa Vista," from Praça 15 de Novembro, thence by horse or foot. The best way is by motor from the city in a car sufficiently powerful to negotiate the gradients. The view from the peak of Tijuca (over 3,000 ft.) gives a good idea of the tropical vegetation of the interior, together with a capital sight of the bay and the shipping of the port. Picturesque cascades and grottos may be visited on foot.

THERESOPOLIS (3,000 ft. above sea-level) is much frequented in the summer months for its bracing air and panoramic views. Trains

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start from Barão de Mauá station and arrive in about 3 hours. The roads in the vicinity are suitable for motoring.

PETROPOLIS (2,600 ft. above sea-level), a favoured summer hill resort, is reached by motor or from the Leopoldina Railway Station, whence trains leave for Petropolis, the fastest making the journey in 1¾ hours. For the first hour the line is fairly level; from Raiz da Serra a rack locomotive hauls the train for thirty minutes through most interesting scenery. Petropolis is the "Simla" of Rio, with numbers of picturesque private residences, largely occupied by people from the capital. It was at one time the seat of Dom Pedro I, and it combines manufacturing industry with floral beauty and hill scenery. Population, 30,000.

Hotels :—Grand, Rio Petropolis, Magestoso, Palace, Europa, and Independencia.

NICTHEROY, across the bay and connected by ferries, is a residential quarter with 108,000 population, handsome provincial Government buildings and fine private houses. The bathing is excellent. Many British and American families live here. When the port works are completed Nictheroy will become a port of call for transatlantic steamers.

Santos, the leading coffee port of the world, is 200 miles south of Rio de Janeiro, and is the natural gateway of the foreign commerce of the thriving State of São Paulo. It is reached from Rio by ocean steamers in 14-16 hours. An excellent railway and a good highway connect it with São Paulo (50 miles).

The port is three miles from the open sea and is approached up the winding Guarujá Channel, with views of palm-dotted flat shores and irregular hills in the background. The plain upon which this city of 130,000 stands, is an island. The extensive wharves are scenes of great activity. The city has been improved in recent years by the construction of modern buildings, splendid avenues, and wealthy suburbs—outward signs of the prosperity of its inhabitants. Although best known for its commercial activities, Santos has a considerable local fame as a holiday resort, and each year sees increasing numbers of visitors from inland towns and neighbouring countries attracted by the magnificent beaches.

There are fine monuments, including one in Avenida Anna Costa, to commemorate the brothers Andradas, heroes of the revolution of 1822. There are others in the Praça Ruy Barbosa and Praça da Republica, the first to Bartholomeu de Gusmão, one of the pioneers of aviation, the second to Braz Cubas, founder of the city (1544).

Landing :—Steamer to wharf.

Santos Hotels.

Hotel.	Address.	Beds.	Tariff.
*Atlantico	Gonzaga (sea-front)	200	30–50$000
*Parque Balneario	Gonzaga (sea-front)	200	35–50$000
Palace	José Menino (sea-front)	150	20–30$000
Avenida Palace	Gonzaga (sea-front)	..	20–25$000
Belvedere	Gonzaga Bay (sea-front)	100	25–30$000
Bandeirantes	Gonzaga (sea-front)	120	25–40$000
Santos	Centre of City	250	30–45$000
Internacional	José Menimo Bay (sea-front)	130	20–40$000
At GUARUJÁ (forty minutes from town) :—			
*Grande Hotel, Guarujá	Guarujá Bay	300	35–50$000

* Especially recommended to Europeans.

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SANTOS

Restaurant :—
Bar Nacional, Praça Ruy Barboza 32.
(For announcements of local hotels and business houses, see the later section of this book, "LOCAL CLASSIFIED ADVERTISEMENTS.")

Coastal Steamers :—Frequent regular services by Cia Costeira, south to Porto Alegre, north to Belem (Pará), and intermediate ports; or by Lloyd Brasileiro to Porto Alegre, Belem, and Manáos (Amazon River).

Rail :—São Paulo Railway to São Paulo; Estrada Soracabana to Juquiá; hourly trains to Guarujá.

Air Services :—See under Air Section

Motor-Car Hire :—Motor-cars can be hired on the quay side. For short journeys such as from ship to centre of City the fare is 6$000; from ship to the Santos beach 10$000; if continuing along the beach the fare is 15$000, or for longer trips to Guarujá or Praia Grande the car can be hired for 15$000 per hour. All these fares are for the car, and not per person.

Cars can be arranged for trips up to São Paulo for four to six persons, from 200$000/250$000 according to type of car used, car being at sole use of passengers for the day. This trip is particularly recommended on fine days as giving excellent views of the surrounding country when ascending the sierra.

Excursions from Santos.

Transit passengers seeking to make the best of a few hours in Santos have the choice of various outings :—

To SÃO PAULO by the 10.0 train, arriving 11.49, and leaving time for a drive through the city before returning at 14.30. Due in Santos, 16.56. Since vessels are usually posted to sail at 4.0 p.m., passengers should endeavour to catch the 8.0 a.m. train up and the noon train back, or travel by motor-car, for 250$000 per 4 persons.

To ALTO DA SERRA, to the summit of the forest-clad mountain range, a return journey of three hours with time for lunch and superb views. Parties of forty can be accommodated with special tramcars to the station and special trains to the summit. Fares for the party about 300 milreis.

ASCENT OF MONTE-SERRAT :—A funicular railway to the summit gives a magnificent view of the town, beaches, river, and surroundings. Hourly service.

To GUARUJÁ :—Leave at 9 a.m. Motor along the Avenida Conselheiro Nebias to the Guarujá car-ferry at Ponta da Praia and along the beach to Turtle Bay. Lunch at Guarujá 11.30. Return at 12.30 *via* the São Vicente Suspension Bridge and Avenida Anna Costa, stopping if time allows at the Ilha Porchat for tea. Total cost about £2 per head for four persons. By train to Guarujá, approx. every hour. Ferry boat leaves from Armazem 6, near the centre of the town, to Itapema, connecting with electric trains to the beach at Guarujá.

For PRAIA GRANDE :—Take a motor-car *via* São Vicente Suspension Bridge. A magnificent beach, stretching for many miles, leads to the village of Immaculada Conceição de Itanhaen, where there is an interesting monastery. Time, three hours.

To SÃO PAULO AND RIO DE JANEIRO :—For the convenience of east-bound ocean travellers tours have been arranged at a cost of 450 milreis per head. These include a round of Santos, train to São Paulo, visits to Campinas and other points, and rail to Rio de Janeiro, inclusive of hotel charges, motor-cars, Pullman cars, meals and gratuities. The steamer is rejoined at Rio de Janeiro.

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São Felix
São Paulo
Santo Amaro
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Correspondents in the most important cities of the world.

São Paulo, the second of Brazilian cities, has a population of about a million. Standing at an elevation of nearly 3,000 ft., its temperature is moderate and its air bracing. The shape of the town is an irregular polygon. The centre embraces the districts of Rua Direita, Quinze de Novembro, São Bento, and Praça Antonio Prado. This is the hub of the city, and is continually extending into new districts, where fine buildings are growing up.

São Paulo bears the impress of energy. The streets are lit by high powered electric lamps ; the water supply is excellent ; the electric tramway service is one of the best in Brazil. Three suburbs, Braz, Moóca and Lapa, are given up to manufacture and the homes of the factory workers. The commercial quarter, containing the hotels, banks, offices, and stations, is contained within a central district known as the Triangle, and this becomes increasingly the commercial centre of the country. It is in the centre that can be seen the surest index of the progress of the city and of the State. The Rua Barão de Itapetininga, a street of tall modern buildings, is now the centre for the display of motor cars and is bright with smart shops. At its end, close to the viaduct that leads to the smart and sunny Praça do Patriarcha, can be seen the new and magnificent headquarters of the São Paulo Tramway, Light and Power Co. Ltd., an imposing building conceived in the classic style. Looking over the viaduct to the commercial centre the landscape is dominated by the great pile of the Martinelli building, which dwarfs skyscrapers rising to sixteen storeys. It is twenty-five storeys high, has two basements, and is probably the largest concrete building in the world.

Educational facilities are good, and there are schools for English-speaking children.

The picturesque public garden, Jardin da Luz, with its gorgeous flowers, is immediately opposite the handsome Luz Railway Station. The Largo do Palacio is the site of the chief public buildings. The Viaducto do Chá, which bridges a pleasing park, conducts to the Theatre Municipal, a building of great size and magnificence. The Avenida Paulista is lined with mansions of great interest and is traversed en route to the famous Butantan Institute or " snake farm " (only open to public inspection upon Sundays and holidays except by special arrangement). The Ypiranga Museum, about five miles from the centre, is a white marble palace built in 1885 on the site on which the Independence was declared by Dom Pedro I. It houses historical objects, Brazilian works of art, and a collection of flora and fauna. The Parque do Estado is reached by a good motor road in 30 minutes. This park is in a valley surrounded by roads and contains large orchid houses. The orchids have been collected from all parts of Brazil. About 10 minutes' walk from the centre of the city is the fine new **Municipal Market,** covering an area of 27,000 square meters. This majestic building in concrete, with its fluted pillars and stained glass windows, is one of the sights of the town. Sections are devoted to the sale of all kinds of fruit, vegetables, fresh meat, groceries, fish, birds and flowers. The visitor is impressed by the many up-to-date arrangements for his service and comfort, ranging from a telephone service

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THE SAN PAULO GAS COMPANY, LTD. — *Caixa Postal "S"* — *São Paulo* —

THE BRAZILIAN TELEPHONE COMPANY — *Caixa Postal*, 2835 *Rio de Janeiro*

S. A. DU GAZ DE RIO DE JANEIRO — *Caixa Postal*, 571 — *Rio de Janeiro*

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The Associated Companies named above and known in Brazil as "The Light," supply electric light and power, gas and telephone services, as well as transportation by bus and tram, in the cities of Rio de Janeiro, São Paulo and Santos. Electric light and power also are furnished in the districts adjacent to and between these cities, with a total of approximately 8,000 square miles in the richest and most productive portion of Brazil.

Power is produced by hydro-electric generating plants, the aggregate capacity of which at present is 400,000 h. p., backed by hydraulic reserves more than sufficient to provide against the most extreme variations of rainfall.

The Brazilian Telephone Company, operating in and between the above cities, serves an area of more than 80,000 square miles, including in its system over 30,000 miles of toll circuits; and the City of Santos Improvements Co., Ltd., in addition to its light and power, gas and transportation services, supplies that most important seaport, the outlet of the vast São Paulo coffee regions, with water.

The Associated Companies, as a result of their long experience of conditions in Brazil, offer unrivalled facilities to firms which are considering the establishment of industrial or commercial enterprises in this great Republic.

Full details will gladly be given to prospective clients in Brazil on application to any of the addresses appearing above. Foreign enquiries will receive prompt attention if sent to the following addresses:

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at each stall to the powerful pumping system whereby the market is washed down daily with water drawn from three big reservoirs. The Saturday market in Largo do Arouche is also interesting. A flower market is held outside the Municipal Theatre on Sunday mornings. The display of flowers is magnificent.

In addition to the Municipal and Santa Anna Theatres, the Casino Antartica, Apollo and Bôa Vista give light entertainment. Of the numerous cinemas the Odeon, Paramount, Rosario, Republica, Santa Helena and Alhambra are the chief. The "Auberge Marianne" and "Chez Nous" are the leading cabarets. Road houses for night entertainment exist at Santa Anna. The most important is Villa des Rosas, whence there is a beautiful panoramic view of São Paulo by night. Villa Sophia, reached by the new concrete road to Santo Amaro, is a pleasant night resort some 30 minutes' drive. Gambling is permitted and a good cabaret show is provided. There is also a swimming pool for summer evenings.

São Paulo Hotels.

Hotel.	Address.	Beds.	Tariff.
Esplanada	Facing Municipal Theatre ..	250	45–55 milreis
Terminus	Rua Brigadeiro Tobias	250	35 60 „
Grande da Paz	Rua B. de Itapetininga, 60 ..	100	30 35 „
Regina	Lgo. Sta. Ephigenia, 8	150	20–25 „
Rex	Rua Sta. Ephigenia, 30	200	25–30 „
São Bento	Edificio Martinelro	—	15 „

(Milreis = 3½d. approx.)

(For announcements of local hotels and business houses, see also the later section of this book, "Local Classified Advertisements.")

Excursions :—Electric trams (short circular lines) : Avenida, Hygienopolis, Campos Elysees, Avenida Angelica, Santa Cecilia, Avenida Grande and Paraizo. Out of town (one hour to one and a half hours return) by electric tram : Bosque da Saude, Parque Jabaquara, Lapa, Penha, Santo Amaro, Jardin da Acclimaçao Pinheiros and Sant' Anna. Taxi-cabs cost 12 milreis per hour within and 15 milreis outside the city. Visits to fazendas and round trips by motor into the surrounding country are organized by the "Exprinter" Agency. The "Good Roads Association" has drawn up six motor-car routes through the most interesting parts of the State. These routes are detailed in "São Paulo," the official year-book of the local British Chamber of Commerce.

Rail :—São Paulo Railway to Santos and interior ; Paulista Railway into the coffee, fruit and cattle districts ; Central Brazilian Railway to Rio de Janeiro ; Sorocabana to Southern Brazil and Uruguay.

Roads :—São Paulo to Rio de Janeiro, 300 miles ; to Santos, 39 miles ; to Goyaz, 764 miles, *via* Riberao Preto, passable most of the year ; to Curityba, Florianopolis, and Porto Alegre, completed for 260 miles and passable all the way in the dry season ; to Bello Horizone (Minas Geraes), São Paulo section in good condition, rest in construction ; to Cuyaba (Matto Grosso), *via* Rio Preto, open for 178 miles ; to Parana, 228 miles, open most of the way ; to Braganca, 53 miles.

Air Services :—See under Air Section

Addresses :—

British Consulate, Rua Quintino Bocayuva 4.

U.S. Consulate, Rua Libero Badaro 51.

Y.M.C.A., Rua Santa Isabel 3.

British Chamber of Commerce of São Paulo and Southern Brazil, Rua de São Bento, 43.

American Chamber of Commerce for Brazil, Rua Libero Badaró, 30.

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are those of the
ANTARCTICA

Bahia :—Bahia de São Salvador de todos os Santos (Bay of the Holy Saviour of All Saints)—to give it its full title—is third largest of the cities of Brazil, and has a population of 345,000. Founded in 1510, it was till 1763 the capital of Brazil. Many of the seventy churches, the fortifications, and some other edifices belong to the sixteenth and seventeenth centuries. The upper and lower towns are connected by motor roads as well as by four public lifts close to the Custom house. There are also two rack lifts on inclined planes farther down the city. The commercial quarter and the picturesque market with its negro occupants are in the lower town, but the Government buildings, shopping districts, and main residential quarters are on a small plateau 195 ft. above the lower city. The great centre of the cocoa and tobacco trades, famous for its cigars and cigarettes, Bahia has large exports of piassava, rubber, coffee, and general produce.

Steep motor roads ascend to the upper city, where interesting drives can be taken along the Avenida, across the recently much improved Praça Castro Alves, past the São Bento church (rebuilt after 1624), the Instituto Geographico e Historico, the São Pedro Fort (1646–1877), the fine Praça do Duque de Caxias with its Column. The route can be continued past the British Club, the Chamber of Deputies, the Victoria and the Graça church (rebuilt 1770), along the sea front to the fishing village Rio Vermelho, and down the Barra Hill, past forts and the lighthouse, to the Avenida Oceanica.

Hotels.

Name.	Address.
Hotel Wagner	Praça Castro Alves.
Hotel Grande	Rua Chile.
Hotel Meridional	Rua Chile.
Pensão Harbord	Barra.
Pensão Beau Sejour	Largo da Victoria.
Pensão Anglo-Americano	17, Victoria.
Pensão Jensen	48, Victoria.

The boarding houses are generally preferred by English and American visitors.

Landing :—By launch, the charge varies with the number of passengers taken. By boat, Rs. 5$000 per trip.

Conveyances :—Motor-cars, Rs. 15$000 per hour.

Steamship Services :—Regular calls by the principal vessels from Europe. National coastal steamers.

Air Services :—See under Air Section.

Pará (or Belem), one of the handsomest of South American cities, 90 miles from the open sea and slightly south of the Equator, is the great port of the lower Amazon. The climate is hot (mean temperature, 79° F.), but frequent showers help to keep the streets clean. There are fine squares, broad and shady boulevards, a riotous vegetation, and handsome buildings. Population, 280,000. The Praça da Republica is the most considerable of the city squares. Here a tram may be taken to the Goeldi Museum, whose grounds include collections of palms and epiphytes and of Amazonian animal life. The Bosque beyond the Museum is a jungle park. The cathedral is eighteenth century, and the white marble Paz Theatre is one of the largest in the country. The commerce is largely in rubber, nuts, cacao and timber. The roads out of the city are indifferent. A railway leads to Bragança (144 miles) on the seaboard.

Landing :—Usually alongside.

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Hotels :—Grande, Praça da Republica, 140 beds, 20$000–25$000 per day · Café da Paz, Praça da Republica, 100 beds, 15$000-20$000 per day ; Rotisserie Suisse, Praça da Republica, 15 beds, 14$000 per day ; Hotel America, Rua Cons. J. Altredo, 40 beds, 10$000- 14$000 per day.

Steamship Services :—Regular communication with New York, Liverpool, Antwerp Buenos Aires, and occasional communication with New Orleans and with Panama Canal and Pacific Coast. Coastal services to Southern Brazil twice weekly ; weekly to Manáos, occasional to Iquítos.

Air Services :—See under Air Section.

Pernambuco, ordinarily the first Brazilian port of call for west-bound ocean passengers, is the most important city in Northern Brazil. It consists of three portions connected by bridges : (1) Recife (the Reef), lying on a peninsula ; the port is often known by this name ; (2) São Antonio, on an island between the peninsula and the mainland ; (3) Bôa Vista on the mainland. The three districts are connected by stone and iron bridges. Wide avenidas have been constructed in recent years, and high modern buildings have replaced the narrow streets of former times. Owing to the water-ways running through the city, Pernambuco has been termed the "Venice of Brazil." Electric cars connect the business quarter with the suburbs. The population is 446,188, and the proportion of coloured folk is large. Sugar is produced in large quantities, and good cotton, coffee, etc., is grown in the district. Good motor roads radiate from the city into the State, and a regular passenger service is operated to Parahyba City.

The port is 1,120 nautical miles from Rio de Janeiro, which is reached in three days by mail steamer from Pernambuco. Bahia is 400 miles distant, and Maceió 120 miles. It is served by the National coastal lines as well as by ocean steamers All mail steamers now go alongside the quay, which is within easy access to the centre of the city.

Shopping Centres :—Rua Nova (New Street) in Recife, S. José Market, and Rua Duque de Caxias.

Points of Interest :—There are various old churches in the town and some of these are well worth a visit. A broadcasting station was opened in 1931.

Hotels.

Name of Hotel.	Address.	No. of Beds.	Tariff.
Palace Hotel	Bôa Vista	.. 70	15–25$000
Recife Hotel	Rua do Imperador	.. 65	14–20$000
Hotel Central	Avenida Manoel Borba ..	.. 70	25–35$000
Hotel do Parque	Rua do Hospicio	.. 37	14–25$000
Hotel Gloria	São Antonio	.. 30	15$000
Hotel Lusitano	P. da Independencia ..	.. 38	8–15$000
Boarding Houses—			
Pensão Almata	Rua Visconde de Goyanna, 457	.. 30	15–22$000
Pensão Landy	Rua Bemfica	.. 60	13–22$000
Pensão Française	Avenida Portugal	.. 24	14–22$000

(For the announcements of local business houses, see also the later section of the book, "Local Classified Advertisements.")

Excursions :—Olinda, a seaside resort and the old capital, is five miles to the north of the city and is served by a regular service of tramcars. This town contains many old Dutch churches, some of which have been converted into monasteries and convents.

Bôa Viagem is to the south of Recife, and is the newest and most fashionable residential quarter of Pernambuco. An imposing promenade runs along the sea edge for a distance of five miles. This commands a striking view of the Atlantic, whilst the other side is fringed with a belt of coco-nut palms among which are dotted modern chalets and villas. The journey by car from the town occupies about an hour, and gives good idea of the recent progress made in Pernambuco.

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Holders of the Gold Medal of the Brazilian Institute of Agriculture's International Exhibition, 1922.
Rua São Leopoldo, 60 - - - Telephone 751
SANTOS

Rail :—Recife is the headquarters of the Great Western of Brazil Railway, with lines south to Maceió, north to Parahyba and Natal, with a central route to Rio Branco.

Coastal Steamers :—Three regular lines of steamers run frequently between Brazilian coastal ports, viz. Cia de Navegação Lloyd Brasileiro, Cia. Costeira, and the Lloyd Nacional.

Air Services :—See under Air Section.

Addresses :—
British Consulate, Bank of London and South America, Rua do Bom Jesus, Recife.
U.S. Consulate, Bank of London and South America, Rua do Bom Jesus, Recife.

Porto Alegre is 190 miles north of the deep-sea port of Rio Grande, at the junction of five rivers which flow into the Rio Guahyba, and thence into the Lagôa dos Patos, a large fresh-water lake. It is the capital of the most southerly State of Brazil, Rio Grande do Sul, and is the most important commercial centre south of São Paulo, with a population of 273,400. The German element is most marked in Porto Alegre and surrounding districts, 14 per cent. of the population being German-speaking.

A large area of reclaimed land has been used for building, and extensions have been made to the quays, port warehouses and cargo facilities. The city has a large number of good concrete roads, and delightful motor drives can be taken throughout the surrounding country, which is hilly and picturesque.

Porto Alegre is rapidly becoming one of the most modern and up-to-date cities in Brazil, being essentially "a city in construction," with skyscrapers, new buildings, roads, gardens springing up on either hand. The development of the city in the last ten years has been most marked.

The panorama of Porto Alegre is delightful, reminding one both of Bahia and Montevideo. The older residential part of the town is on a promontory of fair height, dominated by the new Presidential Palace, Cathedral, and the two high white towers of the old church of Nossa Senhora das Dores.

The climate is temperate, and the surrounding suburbs are found agreeable by an increasing number of visitors.

Owing to the opening of channels in the Lagôa dos Patos, Porto Alegre can now be considered a port for ocean-going steamers up to a limited draft. British, German, and Scandinavian lines maintain regular services from Europe direct to this port.

Hotels :—Grand Hotel Schmidt (English-speaking), Grande, Novo Hotel Jung.

Points of Interest :—Racecourse, football grounds, tennis and golf clubs, several picture palaces, theatres, rowing, sailing and motoring. The Municipal Band, composed of imported Italian musicians, gives open-air concerts twice weekly. These concerts are considered equal to any in Europe.

Excursions :—Tristeza (bathing resort), Belem Novo (in the hills), Belem Velho Itapuan, Cidreira (on the Atlantic coast), and others by water up the five rivers, and by road.

Rail :—To São Paulo (5 days), Montevideo (2⅛ days), and Buenos Aires (3 days) Trains three times weekly to the north, and four times per week to the Argentine and Montevideo.

Communications :—

Air Services :—See under Air Section.

Large Brazilian passenger **steamers** leave Rio de Janeiro twice weekly for Porto Alegre, and *vice versa*, the trip now having been accelerated to 4 days. Smaller steamers leave three times per week.

There is no direct passenger steamer communication between the River Plate and Porto Alegre, but large passenger liners call at Rio Grande regularly.

Addresses :—
British Consulate, Edificio Sul America, Rua General Camara, 352.
U.S. Consulate, Rua João Manoel 217.
Y.M.C.A., Rua Pantaleão Telles 1070.
British Club, Rua Larga, Parthenon.

OTHER TOWNS.

Aracajú, capital of Sergipe, 270 miles north of Bahia, 900 miles from Rio de Janeiro, and the most considerable port between that city and Maceió, has a population of 49,000. It stands on the right bank at the mouth of the Cotinguiba River. Reached by steamer from Bahia, Maceió, and Pinedo. Industries: tanneries, cotton mills, soap, sugar. Products: cotton, sugar, rice, coffee, vegetable oils, salt, and hides.

Hotels:—Internacional, Estados, Pensão Rio Branco.

Bagé, state of Rio Grande do Sul, on the Bagé River, 140 miles from Pelotas, 170 miles from Rio Grande, and 200 miles from Santa Maria, is important as the centre of the xarque industry. It is reached from Santa Maria or Rio Grande by rail. The main products, besides cattle and dried meat, are potatoes, maize, alfalfa, and wine. **Population,** 54,000.

Hotels:—Paris, Commercio, Estacão.

Bello Horizonte, on the Central Railway, 376 miles north of Rio de Janeiro, capital of the prosperous State of Minas Geraes, is the second of the inland cities. Nearly 3,000 ft. above sea-level, its climate is invigorating, and its surroundings are of a natural beauty. It is the centre of important mining and agricultural industries, as well as of diamond cutting. It is well planned and built, and has numbers of Italian and German settlers. A motor road to Rio is almost completed, and another is being constructed to São Paulo, passing through Oliveira. Population 120,000. Cotton from the San Francisco Valley goes to the local cotton mills. The main products are gold, iron, manganese, and cattle.

Hotels:—Grande, Avenida, Palace.

Blumenau, state of Santa Catherina, stands on the Itajahy River, 42 miles from Hansa and midway between Florianopolis and Joinville. It is the centre of a rich agricultural area mostly settled by Germans. Products include rice, vegetables, fruit, sugar, tobacco, cereals, and maize. The main exports are herva matte, butter, and tobacco products.

The town is reached from Hansa by rail; from Joinville by road, and is served by steamers of the Companhia Fluvial.

Cabedello, the port for Joao Pessoa, is half an hour's train journey from that city, and 8 hours' steaming by coastal vessel from Pernambuco. It is a regular port of call for the Pernambuco-Pará coastal steamers.

Campinas, 68 miles from São Paulo, upon the Paulista Railway, a town of 130,000 inhabitants, is important as a clearing-point for the coffee crop, and itself a large centre of coffee production and of the new silk-rearing industry. There is a good and highly picturesque motor road from São Paulo. This route is a favourite one for tourists who wish to see the plantations and visit the beautiful waterfalls of Salto d'Itu. Distance from São Paulo, 64 miles; from Santos, 90 miles. Altitude, 2,200 ft. Temperature, 32°F. to 98°F. Main products: coffee, cereals, cotton, and sugar. There are sugar refineries, foundries, and soap works.

Hotels:—Pinheiro, Grande Paulista, Brasil, Victoria, Campinas, D'Oeste.

Campos, in the state of Rio de Janeiro, stands 35 miles from the mouth of the Parnahyba River, and 170 miles from Nictheroy, whence it is reached by the Leopoldina Railway. A great deal of business is done in sugar refining and distilling, and fruit preserving. Coffee and tobacco are cultivated in the neighbourhood. Population, 45,000.

Hotels :—Palace, Campos.

Caxambú, 932 metres above sea-level, is famous for its wealth in mineral waters, specially recommended for diseases of the stomach, kidneys, and bladder. The seasons at this watering resort are from January to April and September to October.

The distance from Rio de Janeiro is 370 kilometres. There are excellent hotels at this Spa. About 10,000 visitors frequent it every year.

Ceará (Fortaleza), capital of the State of Ceará, with a population of 120,000, has an open roadstead where ships drawing up to 25 ft. discharge into lighters. It is 360 miles from Maranhão, and is reached from Parnahyba and Natal by steamer. A large trade is done with Pernambuco, for the district is rich in cotton, hides, rubber, coffee, sugar, and wax. In the dry season it is possible to go by automobile from Ceará into any part of the State.

Hotels :—De France, Avenida.
Rail :—To Baturite, Iguatu, and Inganzeiras (333 miles).
Air Services:—See under Air Section.

Corumbá, the chief commercial city in Matto Grosso State, is upon the Paraguay River and in regular steamer communication with Buenos Aires. Its proximity to Puerto Suarez (11 miles) on the Bolivian frontier lends the town an international importance. The urban population is about 15,000. The town stands upon rising ground, and its flat-topped buildings present an imposing view from the water. São Paulo is reached by steamer to Porto Esperança and the North-Western Railway. Principal exports : Hides, jerked beef, ipecac, and skins.

Air Services :—See under Air Section.

Curityba, capital of Paraná State, a city of 100,000, enjoys a bracing climate due to its elevation of 3,000 feet. The town is picturesquely laid out. It is commercially important as the chief centre of the herva-matté trade, its proximity to extensive pine forests and to considerable coffee plantations. It is connected by rail with the port of Paranaguá (65 miles) and, *via* Ponta Grossa, with São Paulo. The new motor road to São Paulo is nearing completion. Other roads are being built : (1) southwards to the Santa Catherina border ; (2) eastwards to the ports of Antonia and Paranaguá (completed) ; (3) westwards to Ponta Grossa, 93 miles, passable most of the year.

Hotels :—Grande Hotel Moderno, Yonscher, Tassi, Roma.

Cuyabá, capital of Matto Grosso State, upon Cuyabá River, a tributary of the River Paraguay, is accessible by water from Corumbá. Altitude, 800 ft. Population, 40,300. The district is pastoral ; gold and diamonds are produced, and it is a great collecting centre for ipecac. There is a road to Campo Grande, 186 miles,

connecting there with roads to Ponta Pora, on the Paraguayan border, to the São Paulo border *via* Porto Alegre, and to Aquidauna. Other roads lead to Diamantina, 124 miles, and to Riberao Clara (completed for 75 miles).

Air Services :—See under Air Section.

Diamantina, in the State of Minas Geraes, 560 miles north of Rio de Janeiro, is the centre of the diamond industry. It is in the hills 3,670 ft. above the sea, and has a mild climate with 65 in. of rain per annum. It is served by the Central Railway *via* Curralinho.

Florianopolis, capital and chief port of the small State of Santa Catharina, stands on Santa Catharina Island. It is a port of call for coasting steamers, being 450 miles from Rio de Janeiro, 350 from Rio Grande, and 260 from Santos. It is now connected with the mainland by a steel bridge 850 metres long, with a span of 350 metres. Population, 46,500. There are roads northwards to Joinville, south to Tabarao and thence to the borders of Rio Grande do Sul, and west to Lages, thence northwards towards Barracao on the Argentine frontier.

Hotels :—Metropole, Central.

Air Services :—See under Air Section.

Fortaleza. See Ceará.

Ilheos, in Bahia State, 120 miles south of the city of Bahia, stands near the mouth of the Cachoeira River. The port serves a district producing about 65 per cent. of the cacao crop of Brazil, and is in direct ocean communication with New York. It promises to become the chief distributing-point for the south of the State. Coasting steamers call and produce is collected by means of the Bahia South-Western Railway, which runs inland to Itabuna, with branches to Agua Preta. Sequeria do Espinho, Rio de Contas and Jequié, fertile cacao districts. Other main exports are piassava, hides, and tobacco. District population, 50,000.

Hotels :—Coelho and Ilheos.

Air Services :—See under Air Section.

Itajahy, in the State of Santa Catherina, is the port for the flourishing German colonies at Blumenau, Luis Alves and Brusque. It is at the mouth of the Itajahy River, and is reached by steamer from Florianopolis, 1,700 miles. The main exports are timber and certain minerals.

Jahú, in the State of São Paulo, is on the Jahú branch of the Paulista railway, 230 miles from São Paulo (11 hours' journey). It is the centre of an extensive agricultural district mainly devoted to coffee. Other products are cattle, cotton, sugar, rice and potatoes. There are breweries and distilleries. The district population is 50,000, and the climate is temperate and dry.

Hotels :—Ovidio, Paulista, Ferrari, Toscano.

João Pessôa, capital of the State of Parahyba, on the Parahyba River, with 74,000 inhabitants, is used for coasting traffic. Ocean-going steamers load and unload at Cabedello, 11 miles distant, where there is a railway wharf and a connection with Pernambuco

(133 miles). The earth road to Pernambuco is passable all the year round. Products: sugar, cotton, mandioca.

Hotels :—Luso-Brasileiro, Globo, Pacote.
Air Services :—See under Air Section.

Joinville, State of Santa Catherina, near the Cachoeira River, is 25 miles from São Francisco do Sul, its port, 140 miles north-west of Florianopolis, and 105 miles from Rio Negro. A large number of German settlers are engaged in agriculture, the main products being herva matte, rice, sugar, tobacco, arrowroot, tapioca and maize. There is some shipbuilding, and several distilleries and breweries. The town is served by rail from its port, and by steamer from Florianopolis (12 hours). Population, 46,000.

Hotels :—Central, Palacio, Weiss.

Juiz de Fora, in the State of Minas Geraes, is the premier town in Brazil for the production of knitted goods, and the third largest manufacturing town. Population, 60,000; altitude, 2,100 ft. It lies on the Parnahyba River, 170 miles from Rio de Janeiro by the Central Railway (8 hours). The climate is exceptionally pleasant. Important industries are concerned with textiles, brewing, timber sawing and sugar refining. Main products: cotton, sugar, coffee, cereals, tobacco, cattle, timber, and medicinal plants.

Hotels :—Avenida, Central, Renaissance, Rio de Janeiro.

Jundiahy, in the State of São Paulo, is reached from São Paulo (36 miles) either by rail or road. It is also served by the Sorocabana-Jundiahy branch of the Central Brazil railway. The town is an important centre of the textile industry, and there are also match factories and potteries. The main products of the district are coffee, grapes, and grain. Population, 21,000.

Hotels :—Jardím, Guarany, Rio Branco, Petroni.

Limeira, a busy town on the Paulista Railway, where hats, matches and coffee machinery are manufactured. It is the largest centre of orange cultivation in São Paulo State, and has a large modern American packing house. Important centre of silk worm culture. There are many mulberry groves.

Maceió, 120 sea miles from Pernambuco and 270 miles by sea from Bahia, has a population of 104,000. It is a cotton and sugar port with a lighthouse built on an eminence in the middle of the town, quite half a mile from the sea. Its seaport, Jaraguá, is 1½ miles away. The main industries are foundries, soap, candle, cigar and cigarette factories, cotton mills, sugar refineries, sawmills and distilleries. A motor road runs to São Miguel, 50 miles.

Landing :—By shore boat.
Hotels :—Palacio, Nova Cintra, Petropolis.

Rail :—Great Western of Brazil to Pernambuco (220 miles).

Air Services :—See under Air Section.

Excursions :—S. Francisco River (via Penedo), to visit magnificent Paulo Affonso Falls; or by train to Quebrangulo or Garanhuus, and thence by motor. To Alagôas, the old capital of the State (24 miles).

The Falls of Paulo Affonso are two hours on horseback from Pedra Station. They are formed by the confluence of five branch streams forming four cascades above the main fall "Mai do Cachoeiro." Below this the São Francisco River roars through a gorge clothed with dense tropical vegetation.

Manáos, about 1,000 miles up the Amazon, is visited (see p. 188) by Booth Line steamer from Liverpool. It is the collecting-point for the produce of a vast area served by the tributaries of the great river, extending to parts of Peru, Bolivia, and Colombia. Manáos is a city of about 83,000 people, with electric lighting, paved streets, and modern improvements. The market is interesting to collectors of curios, and the neighbouring forest to naturalists and sightseers. The modern buildings include many handsome cafés. The ordinary steamship journey from Pará (930 miles) takes four days. The rainy season is from December to June, inclusive. Average temperature, 80°F.

The main industries are rubber collecting, brewing and soap making. The principal products are rubber, Brazil nuts, lumber, cacao, and aromatic plants and fruits.

Two important roads are in construction, one to Rio Branco, on the frontier of British Guiana, and the other to the Colombian frontier.

Hotels :—Grande, Central, Palace.

Maranhão (or São Luiz de Maranhão), the capital of its State, stands upon an island, 250 miles south-east of Pará, between the Bays of São Marcos and São José. Its cultural traditions have earned it the name of the Brazilian Athens. The port is well sheltered. There is a cotton manufacturing industry of some importance ; the collection and crushing of oil nuts and the refining of sugar are carried on. Population, 63,000. It is reached from Fortaleza (350 miles), Pará and Pernambuco by steamers of Lloyd Brasileiro and Cia. Navegação Costeira.

Hotels :—Central, Maranhão, Pensão Baender.
Air Services :—See under Air Section.

Matto Grosso, in the State of the same name, has about 5,000 inhabitants. It is a Government military station on the western border, adjoining Bolivia. It is upon the Guapore River, a tributary of the Madeira, navigable by small launches. There is trade in rubber, medicinal herbs, and minerals.

Natal, capital of the State of Rio Grande do Norte, has 41,700 inhabitants. It stands a short distance from the coast, on the right bank of Potengy River, 80 miles from Parahyba and 250 miles from Fortaleza. Sugar and cotton are exported, as well as salt, carnauba wax, and hides. The main industries are cotton spinning and weaving, and the refining of salt. Weekly coastal steamers serve the port, and there are rail connections with Parahyba, Pernambuco, and Maceió. Passable motor roads radiate into the surrounding country.

Hotels :—Internacional, Avenida.
Air Services :—See under Air Section.

Obydos, in the State of Pará, 600 miles up-river from the port of Pará, is visited by river steamer. The town is on the north of the Amazon in a cacao, tobacco, coffee, and sugar-growing district. The municipality has a population of 20,000.

Ouro Preto, State of Minas Geraes, on the Funil River, is served by the Ouro Preto branch of the Central of Brazil Railway. It is

330 miles from Rio de Janeiro. Gold, iron and manganese are mined in the district, which is otherwise devoted to agriculture and fruit growing. There are local textile mills and shoe factories. Population, 59,000. Altitude, 3,900 ft.

Hotels :—São Paulo, Borboleta.

Paranaguá, chief port of the State of Paraná, in a lagoon-like harbour visited by cargo vessels up to 6,000 tons, is used largely for the export of herva-matté and increasingly for coffee. An airport has been constructed, and a scheme is in existence for the provision of deep-water wharves. Electric light and power are being installed. The port dates from the colonial period, and the town, although small, has interesting and historic churches. Steamer passengers go ashore by launch and by tramway or motor-car into the town. The rail journey from São Paulo is made *via* Ponta Grossa and Curityba (66 miles). Road open to Curityba, traversing romantic mountain scenery. Population, 23,000.

Hotels :—Hespanha, Winz, Fonseca, Grande.
Air Services :—See under Air Section.

Parnahyba, eleven miles from the mouth of the river of the same name, is a port in Piauhy State of some commercial importance for the export of tropical produce and cattle. The population is 15,000. It is reached by steamer from Rio de Janeiro.

Hotel :—Central.

Pelotas, the second city in the State of Rio Grande do Sul, is 20 miles up the Lagôa dos Patos, between Rio Grande and Porto Alegre, on the rio São Gonçalo. It is a modern town of about 60,000 inhabitants notable for its cleanliness and modern services. The surrounding country is hilly, and the scenery pretty. Pelotas is generally referred to as " the Princess of the South."

Pelotas is the centre of the xarque, or dried meat industry. There are also tanneries, flour mills, candle, soap, furniture and shoe factories. The main products are frozen and canned meats, hides, and rice.

Hotels :—Grande, Alliança, America, Bragança, Scheiter.
Points of Interest :—Park, racecourse, football grounds, tennis and golf clubs, and a large municipal theatre.
Excursions :—Capão de Leão, Piratiny, Jaguarão.
Communications :—Rail to Rio Grande (30 miles, 2 hours), Bagé (140 miles), Montevideo, and Buenos Aires.
Local Steamers to Porto Alegre (15 hours) and Rio de Janeiro (830 miles) three times weekly
Air Services :—See under Air Section.

Ponta Grossa, State of Paraná, is about 11 miles from the Tibagy River, and 110 miles from Curityba, whence it may be reached in 6 hours by the Paraná Railway. Altitude, 2,900 ft. Population, 29,000. It ships a considerable amount of herva matte and timber through its port, Paranaguá. Other products include tobacco, rice, bananas, cattle and jerked beef. Several roads radiate from the town, which is also an important railway junction.

Hotels :—Palermo, Santos.

Ribeirão Preto, in São Paulo State, the centre of a rich coffee-growing district, is also a seat of the steel industry. The town is

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262 miles from São Paulo city by Mogyana Railway, and is also connected with it by road. Population, 80,000. Altitude, 1,830 ft. Products: coffee, cotton, sugar, grain, and alfalfa. The town is a distributing centre for the interior of São Paulo State, and certain districts in Minas Geraes, Goyaz, and Matto Grosso.

Hotel:—Central.

Rio Grande, at the entrance to the Lagôa dos Patos, ranks fifth in importance among the major ports of Brazil. It is the most southerly port available to ocean-going steamers in Brazil, 730 sea miles from Rio de Janeiro, 300 from Montevideo, 600 from Santos, 130 from Bagé, and 30 from Pelotas.

Rio Grande is the distributing centre for the southern part of Rio Grande do Sul. Its cattle and meat industries are important. The Frigorifico Swift, installed at the entrance to the port, has a killing capacity of 1,500 head of cattle per day, and operates from December to July. There are also woollen, jute and cotton mills, breweries, tobacco and shoe factories.

The city is prosperous and has a population of about 40,000. There are good coastwise and transatlantic steamship services to and from Europe, Rio de Janeiro (three days), River Plate and Porto Alegre (18 hours).

Landing:—Coastwise—alongside wharf; transatlantic—by tender.

Hotels:—Paris and Bristol, both in the Rua Marechal Floriano.

Excursions:—To Villa Siqueira, a seaside resort on the Atlantic ocean, 40 minutes by train or car; good bathing.

Rail:—To Pelotas, Bagé, Montevideo and Buenos Aires; daily service.

Air Services:—See under Air Section.

Santa Anna do Livramento, in the State of Rio Grande do Sul, lies on the border between Brazil and Uruguay, on the Ibubuhy do Armado River. It is the southern terminus of the Viacao Ferrea do Rio Grande do Sul, and is reached from Porto Alegre (370 miles) by a branch line of the Uruguayana Railway *via* Cacequy. A large business is done in cattle, pigs, sheep, and fruit, and there is a local plant for preparing xarque, or dried meat. The climate is temperate. Population, 20,000.

Hotels:—America, Commercio, Labarthe, Viajantes.

Santa Maria, in the State of Rio Grande do Sul, lies on the Vaccacahy-Mirim River, 240 miles from Porto Alegre, whence it is reached by the Rio Grande do Sul Railway, 330 miles from Marcellino Ramos (railway connection), and 200 miles from Bagé. There are tanneries, hat factories, and breweries. The main products are herva matte, wine, timber, rice, fruit, and coal. Population, 30,000.

Hotels:—15 de Novembro, Parani, Muller, Commercio.

Santarem, one of the most interesting places passed upon the voyage up the Amazon, stands at the confluence with the Tapajoz River, 300 miles from Pará. There are red-tiled houses on the slope rising from the river, and ships are visited by natives with parrots and specimens of craftsmanship for sale. Urban population, 3,000. Products: rubber, cacao, cotton, sugar and vanilla.

Hotels:—O Castello, Pensão Familiar.

São Carlos do Pinhal, in the State of São Paulo, is reached by rail from São Paulo (170 miles) in six hours. It lies on the Monjolinho River, at an altitude of 2,700 ft. A considerable trade is carried on in the products of the district, coffee, sugar, cereals, tobacco, cotton, cattle, and potatoes. There are breweries, distilleries, and textile mills.

Hotels :—Accacio, Henrique.

São Francisco, in Santa Catharina State, is a port of call for coasting steamers, and terminus of a line of railway which gives at Porto União (461 kilom.) trunk connection with Rio de Janeiro and Argentina. The town is about 100 miles from Florianopolis, and 200 miles from Canoinhas, whence it can be reached by the São Paulo-Rio Grande Railway in 15 hours. The town serves a district rich in rice, manioc, herva matté, and timber. Population, about 15,000.

Hotel :—Matana (40 beds).
Air Services :—See under Air Section.

São Joao da Boa Vista, in the State of São Paulo, is reached from São Paulo (183 miles), by the Paulista Railway to Campinas, and thence by the Mogyana Railway. It is 200 miles from Santos. There is a growing business in coffee, rice, cattle, pigs, potatoes, cotton and sugar. The climate is pleasant. Population, 38,500.

Hotel :—Central.

São Sebastião, 70 miles north of Santos, in a channel between the island and the mainland, is the seat of projected port works. It has been selected as a suitable port auxiliary to Santos for relieving the congestion of traffic to and from the State of São Paulo. The plans include a railway connection with São Paulo. A line to Subida has been opened.

Sorocaba, in São Paulo State, and 68 miles west of the city of São Paulo, is the centre of a cotton-growing district. The altitude is 1,800 feet, and the climate temperate. The population is 30,000 Cattle markets are held, the manufacture of textiles is carried on, and there are railway workshops, extensive orange groves and packing house installations, printing works, and electric power plants. Other products are timber, sugar, cereals, coffee, and minerals. The Sorocabana Railway serves the town.

Hotels :—Vicente, Central.

Therezina, capital of the State of Piauhy, stands on the Parnahyba River, 270 miles from Parnahyba and 223 miles from the port of Amarracao. It is reached from Parnahyba by river steamer, and there is a railway from Caxias to Senado Furtoda, across the river. Much cotton is raised in the area, besides sugar, rice, cereals, and cattle. The temperature averages 80° F. Population, 64,400.

Hotel :—15 de Novembro.

Uberaba, in the State of Minas Geraes, is on the Rio da Prato, 440 miles from São Paulo, whence it is served by the Mogyana Railway. The town serves a wide cattle raising district. There are local sugar mills and lime plants. Altitude, 2,278 ft. Population, 14,300.

Hotels :—José David & Cia., Carvalho.

Uruguayana, upon the Uruguay River, facing Argentina, is important as a frontier town, a centre of the cattle industry, and the head of the Uruguayana Railway from Porto Alegre (480 miles). It is 230 miles from Santa Maria, and 60 miles from Itaqui, whence it may be reached in 4 hours by rail. Products : jerked beef, soap, candles. Population, 22,000.

Hotel :—Moderno.
Air Service :—See Air Section.

Victoria, capital of Espirito Santo State, is 400 miles north-east of Rio de Janeiro, and accessible from that point by Leopoldina Railway (20 hours), or bi-weekly coastal steamers (24 hours). It stands upon an island separated by a few hundred yards from the mainland, to which it is connected by a bridge. The surrounding country is picturesque. The rail connections, other than with Rio de Janeiro and São Paulo, include points in the north of Minas Geraes State. Coffee, cacao, and tropical produce are exported, and the port is well placed in relation to the iron ore mines in the States of Minas Geraes and Espirito Santo. Main industries : Sugar refining, cotton weaving, boot and shoe making, mineral waters. Population, 29,000.

Hotels :—Palace, 22 beds ; Internacional, 50 beds ; Victoria, 17 beds.
Air Services :—See under Air Section.

PHYSICAL FEATURES.

The sixteenth-century navigators mistook **Brazil** for another and larger West Indian island, and named it Ilha de Vera Cruz. The name Terra de Brasil (= red dyewood land) followed upon the discovery and supply of a dyewood (*Caesalpinia echinata*), similar in its properties to the Brazil wood (*C. sappin*), which had long been imported into Europe from Asia. The derivation is conjectural, but it is probable that " Brazil " or " the Brazils," is a corruption of an Oriental word. Estados Unidos do Brazil (United States of Brazil) is the official designation.

The fourth largest country in the world, Brazil is the largest of the South American Republics, and touches the boundaries of all except Ecuador and Chile. It has an area of 3,300,000 square miles, which is three-sevenths of the whole of the South American sub-continent. Its sea-board is 4,060 miles. Brazil is larger than Australia, and approximately four-fifths the size of Europe. It extends 2,629 miles from Cape Orange to the River Chuy, and 2,600 miles from Olinda westwards to the Peruvian boundary.

The two river-basins of the Amazon and La Plata comprise about three-fifths of the total area. Both are heavily wooded, and the Amazon basin is annually in flood over a wide extent. The huge plateau forming the country's main physical feature is a table-land from 1,000 to 3,000 ft. above sea-level, and traversed by two great mountain chains. The coast range (Serra do Mar) culminates in the Organ Mountains near Rio de Janeiro at an elevation of 7,323 ft., while the inland range attains a height of 9,823 ft. (probably the highest in Brazil) at the Itatiaya peak. There is also the Central or Goyana mountain system, consisting of an eastern range, 4,206 ft. at its highest, and a western range

which forms the parting of the Paraná and Tocantins-Araguaya river-basins, and has a peak of 4,500 ft. near the city of Goyaz. This enormous region consists principally of chapadões, or large table-lands, and deep river-valleys. Much the vastest of these chapadões is the Amazonian, which comprises the greater part of the States of Matto Grosso and Goyaz, most of southern Pará, and considerable portions of West Maranhão.

The **Amazon** river-system covers and drains the whole north-west of Brazil. In the extreme north-east there is a smaller area, outside the Amazon sphere, whose rivers—the Araguary, Amapá, Calçoene, Cassiporé, and Oyapok—flow east to the Atlantic. Of the rivers of the great plateau, the Parnahyba has a course of 900 miles, and is the boundary between the States of Piauhy and Maranhão. The largest river of the east coast is the São Francisco, a stream belonging essentially to the inland table-land region. Similarly, the Parahyba do Sul is the greatest of the Atlantic coast rivers south of the São Francosco; it flows from east to west through the fertile State of Rio de Janeiro, and has a total course of 658 miles, about 150 of which are navigable.

There are no large coastal rivers south of Cape Frio, but the rivers of the other great system—the Rio de la Plata—are important. The tributaries of the Paraguay and of the Paraná respectively drain the south-west of Matto west of Minas Geraes. The Paraná is much broken by falls and rapids, though between its two great waterfalls is an open channel nearly 300 miles long. This also applies to the River Uruguay, whose tributaries are also impeded by rapids.

There are 30,070 miles of navigable rivers in Brazil, over 17,130 miles of which there is a regular service of vessels.

Climate :—Brazil may be divided into three zones. The first zone occupies the equatorial region and extends to the tenth degree of lat. south. The second reaches from the tenth degree of lat. south to the tropic of Capricorn. The third zone lies between the tropic of Capricorn and parallel 33°45″, the southern limit of the Republic. The characters of these zones are as follows :—

First zone : Mean temp. 81° F. The climate of the upper Amazon is warm and damp, except during the friagem, or cold spells. The middle of the day is hot, but the mornings are cool, and the afternoons bearable. Frequent showers cool and purify the atmosphere.

Second zone : Mean temp. 74-80° F. in the lowlands, and 64-70° F. in the higher parts.

Third zone : Mean temp. 62-66° F.

The climate of Southern Brazil, including Rio de Janeiro, is sub-tropical. Northern Brazil is inclined to be enervating, although a more bracing climate prevails on the table-lands.

On January 1, 1931, the Government estimated the total population at 41,477,000.

Throughout the Republic there is a great admixture of the negro, Indian and white races, but the last-named predominate and probably has a tendency to increase, owing partly to the very considerable yearly additions of European immigrants, chiefly Portuguese, and partly to the selective process favouring white types. It is probable that the pure whites form about 60 per cent.

of the population, mixed white and negroes or Indians about 25 per cent., 12 per cent. negroes and the remainder aboriginal Indians and Asiatics. There are, of course, regional variations in the distribution of the races—the white predominating greatly in the south and decreasing in proportion more or less progressively toward the north. One of the most striking aspects of Brazilian sociology is the absence of race conflict or prejudice.

The following table gives the census returns for 1920 and the official estimate of population in December, 1929. The capital of each State is given in brackets.

States.	Area: sq. miles.	Population. 1920 (Census).	1930 (Estimated)
Alagôas (Maceió)	22,577	978,748	1,189,214
Amazonas (Manáos)	731,363	363,166	433,777
Bahia (São Salvador)	164,601	3,334,465	4,135,894
Ceará (Fortaleza)	40,241	1,319,228	1,626,025
Espirito Santo (Victoria)	17,308	457,328	661,416
Goyaz (Goyaz)	288,462	511,919	712,210
Maranhão (S. Luiz)	177,515	874,337	1,140,635
Matto Grosso (Cuyabá)	532,210	246,612	349,857
Minas Geraes (Bello Horizonte)	221,894	5,888,174	7,442,243
Pará (Belém)	443,789	983,507	1,432,401
Parahyba (Parahyba)	28,846	961,106	1,322,069
Paraná (Curytiba)	93,269	685,711	974,273
Pernambuco (Recife)	49,560	2,154,835	2,869,814
Piauhy (Therezina)	116,494	609,003	809,508
Rio de Janeiro (Nictheroy)	26,627	1,559,371	1,996,899
Rio Grande do Norte (Natal)	22,189	537,135	738,889
Rio Grande do Sul (Porto Alegre)	91,310	2,182,713	2,959,627
Santa Catharina (Florianopolis)	20,785	668,743	948,398
São Paulo (S. Paulo)	112,278	4,592,188	6,399,190
Sergipe (Aracajú)	15,089	477,064	547,965
Federal District	431	1,157,873	1,468,621
Acre Territory	58,672	92,379	133,725
Total	3,275,510	30,633,605	40,272,650

GOVERNMENT.

Constitution:—Brazil was an Empire from September 7, 1822. A Republic was declared on November 15, 1889, when a provisional Government was established and a Constituent Assembly convoked. This latter promulgated the Federal Constitution of the Republic of the United States of Brazil on February 24, 1891, former provinces being converted into Federal States.

The Constitution is based on that of the United States of North America. The Federal States are empowered to legislate on all matters not pertaining exclusively to the Federal Government, and each has its own Government and administration, revenue and budget. To the Federal Government belongs the right of civil and commercial legislation throughout the Republic and criminal legislation in the Federal District. Judicial organization is on the same basis, and judicial power is vested in the Federal Judiciary authorities.

Legislative power is exercised by the Senate and the Chamber of Deputies. The Senate is composed of three senators from each State, who are elected for a term of nine years, one-third of the members retiring every three years. A Senator must be at least thirty-five years old and have been a Brazilian citizen for more

than six years. The same rule applies to the Deputies, of whom there is one for every 70,000 inhabitants, and not less than four for each State.

Executive power is vested in the President, who is elected by direct vote for a term of four years, and is ineligible for an immediately following second term. The Vice-President is elected with the President and acts as his deputy in cases of necessity, and is also President of the Senate. The Ministers have no seats in Congress and are responsible for their acts only to the President.

The elections are on the basis of universal suffrage for all citizens over twenty-one, if registered according to the law, with the exception of beggars, illiterates, soldiers, and members of monastic orders. The Constitution guarantees to Brazilians and foreigners residing in the country inviolability of rights respecting the liberty and safety of the individual and his property. Foreigners enjoy all civil rights, but are ineligible for certain professions, such as stockbrokers, auctioneers, and lawyers.

The Constitution recognizes **naturalization** in the following instances:—(*a*) Foreigners who were in Brazil on November 15, 1889, when the Republic was proclaimed, and did not declare within six months thereafter their wish to retain the nationality of their birth. (*b*) Foreigners who possess real estate in Brazil and are married to Brazilians or have Brazilian sons, so long as they reside in Brazil and do not state their intention of not becoming Brazilian citizens. (*c*) Foreigners who become naturalized by any other procedure.

The **language** is Portuguese. Italian and German are much spoken in the Southern States, as many Italians and about 500,000 persons of German extraction have settled in these districts. Over 600 German schools exist in Brazil. Failing Portuguese, correspondence should be conducted in French or English.

There is no State **religion**; but the Roman Catholics, with a Cardinal Archbishop, and Bishops in all the larger cities, predominate. The separation of Church and State was carried out by the Republic. All religions may be practised, whether privately or publicly.

Courts of Law:—The Supreme Federal Court sitting at Rio de Janeiro is composed of eleven judges, nominated by the President subject to the approval of the Senate, and of as many judges of lower courts as Congress may appoint. The appointments are for life. There are Divisional Courts throughout the various States in each of which there is a Federal Judge, and municipal magistrates and justices of the peace who are elected for a term of four years. The Civil Courts are closed from February 1 to March 31. The Criminal Court is open all the year.

Capital punishment is abolished, except under military law. Criminal irresponsibility is recognized up to nine years of age, and power of discernment is presumed from that age until 14, when full responsibility applies. There is no divorce.

Extradition of both natives and foreigners is permitted, but in the case of the former is only granted when the country requesting it gives an assurance of reciprocity. It is not conceded for political

offences, military excesses, offences against religion or the Press; crimes entailing under Brazilian law imprisonment for less than 12 months; when the offence was committed outside the period of statutory exemption of the petitioning country; or where the offender would have to answer before a special court in his own country.

Local Administration:—Each Federal State is governed by a President who exercises the executive power, and by a Provincial Assembly which legislates on all matters affecting provincial administration and provides for State expenses and needs by levying taxes. It also legislates on civil and criminal affairs affecting its own territory.

PAST PRESIDENTS (since 1914).

Dr. Wenceslao Braz	1914
Dr. Epitacio Pessoa	1919
Dr. Arthur da Silva Bernardes	1922
Dr. Washington Luis	1926

PRESIDENT AND VICE-PRESIDENT

President (Provisional): Dr. Getulio Vargas

MINISTRY.

Marine	Vice-Admiral Protogenes Guimarães.
War	General Santo Cardoso.
Finance	Dr. Oswaldo Aranha.
Foreign Affairs	Afranio de Mello Franco.
Interior and Justice	Antunes Maciel.
Agriculture	Major Juarez Tavora.
Labour	Dr. Salgado Filho.
Communications & Public Works	Dr. José Americo.
Education and Health	Dr. Washington Pires
Chief of Police	Capt. Felinto Muller.

CHARACTERISTICS OF THE STATES.

Of the twenty States of Brazil, the following five are without seaboard:—

AMAZONAS. 1,849,724 sq. kilometres.

The largest and least populated of any, is an immense alluvial plain of equatorial forest watered by the Amazon.

Products:—Rubber, nuts, drugs, timber.

ACRE. 191,000 sq. kilos.

A territory which has not been advanced to the rank of a State, in the depths of Amazonas, abuts upon the Peruvian and Brazilian frontiers, and is almost virgin forest.

Products:—Rubber, timber.

MATTO GROSSO. 1,378,783 sq. kilos.

Literally "Great Forest"; has extensive plains, with good pasture, many rivers and, in the higher regions, a healthy climate.

Products:—Cattle, precious metals.

GOYAZ. 747,311 sq. kilos.

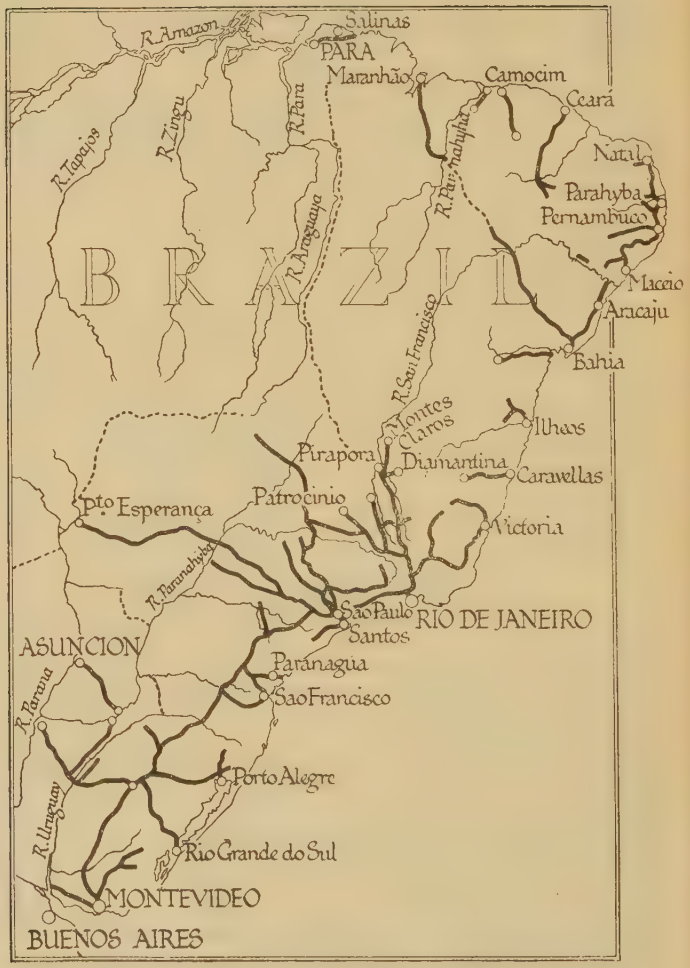
Mainly tableland with vast forests and pastures, forms the heart of the country and lies between Matto Grosso and the eastern States.

Products:—Gems, cattle, tobacco.

MINAS GERAES. 574,855 sq. kilos.

Relatively closely populated, with the mineral resources indicated by its name (literally "General Mines"), is an upland State of a warm temperate climate with tropical and other forest growth and large pasture.

Products:—Agricultural, pastoral, gold, and iron.



THE PRINCIPAL BRAZILIAN RAILWAYS.

Following the coastline from north to south the seaward States are encountered in the following order :—

PARÁ. 1,149,712 sq. kilos.

With alluvial lowlands and more temperate uplands, spans the Amazon delta and is crossed by rivers originating in the Guianian highlands and on the slopes of the central plateau. The soil is fertile and the climate not unhealthy.

Products :—Nuts, timber, rubber, cacao, tobacco, manioc, rice, sugar, livestock.

MARANHÃO. 459,884 sq. kilos.

On the north coast, with a dry, hot climate and a rainy season covering the firs half of the year, slopes from the plateau to the Atlantic, and is intersected by many rivers.

Products :—Cotton, wax, tapioca, oil nuts, livestock.

PIAUHY. 301,779 sq. kilos.

The coastline is merely 33 kilom, and the depth about 900 kilom. Hot, dry, healthy in climate, with more rain than is common in N.E. Brazil, the State is subject to severe autumnal droughts.

Products :—Wax, skins, cotton, tobacco

CEARÁ. 104,250 sq. kilos.

Hilly, dry, hot, and periodically subject to drought, has few trees and a soil which absorbs little moisture.

Products :—Cotton, wax, cereals, livestock.

RIO GRANDE DO NORTE. 57,485 sq. kilos ; and

PARAHYBA. 74,731 sq. kilos.

Together form the northern part of the most easterly extremity of the continent The littoral is swept by sea breezes ; droughts are frequent.

Products :—Cotton, sugar, wax, hides, salt.

PERNAMBUCO. 128,395 sq. kilos.

The chief sugar-growing centre with a climate humid on the coast, dry in the interior, and always hot, has a soil especially favourable to agriculture.

Products :—Sugar, cotton, coffee, fruits.

ALAGOAS. 58,491 sq. kilos

Coastal lagoons account for the name of the State, which is of an undulating contour with a generally hot humid climate.

Products :—Sugar, cotton, goats.

SERGIPE. 29,090 sq. kilos.

The smallest State, sharing the physical character of its neighbour, is predominantly agricultural.

Products :—Sugar, cotton, mandioca, salt, rice, maize and tobacco.

BAHIA. 426,427 sq. kilos.

Hilly near the coast, with plateaux and watered plains in the interior, is the chief centre of cacao growing. The first State to be colonized from Europe, it has considerable mineral wealth, and forests of the Amazonian character.

Products :—Cacao, tobacco, sugar, coffee, hides.

ESPIRITO SANTO. 44,839 sq. kilos.

A coastal strip, hilly, well watered, enjoys fresh breezes and a climate temperate and warm at the higher altitudes, humid in the lowlands.

Products :—Coffee, beans, maize, sugar, hides, monazite.

RIO DE JANEIRO. 68,982 sq. kilos.

Sharing the physical characteristics of Espirito Santo ,includes the Federal District.

Products :—Coffee sugar vegetables, cattle.

SÃO PAULO. 290,876 sq. kilos.

Closely colonized by Italian immigrants, the most industrialized and commercially properous State of the Union, has a hot, narrow coastal zone, a moist, cool zone on the edge of the Serra, with a dry and moderate temperature on the rest of the plateau.

Products :—Coffee, cattle, cereals, cotton, fruits, mineral and miscellaneous manufactures.

PARANÁ. 251,940 sq. kilos.

Mountainous except in the west and south, temperate, and suited for agriculture has extensive pine woods.

Products :—Herva matté, timber, coffee, cereals, beans.

SANTA CATHARINA. 43,535 sq. kilos

Agricultural, with a warm temperate climate, with highlands in the west, is subject to distinct seasonal changes of climate.

Products :—Manioc, maté, coffee, cattle.

RIO GRANDE DO SUL. 236,553 sq. kilos.

Larger than the adjoining Republic of Uruguay, the most southerly State is temperate in climate, and has rich pastures and good arable soil.

Products :—Meat, wool, fruits, cereals.

NATURAL RESOURCES.

Coffee :—The red soil (terra roxa) of the coffee plantations in São Paulo, Minas Geraes, Rio de Janeiro, and Espirito Santo States is in places two or three yards deep, and in this the plant grows luxuriantly. Seedlings are planted out from November to February, and yield their first crop in their fourth year. Picking chiefly takes place from May to September. The crop year is reckoned from July 1 to June 30.

The crop constitutes 70 per cent. or more of the total exports of the country. The quantity in recent years has represented about 61 per cent. of the supply of the entire world. The value of the crop ordinarily exceeds even that of maize, the principal cereal.

Approximately 60 per cent. of the export is made from Santos and 27 per cent. from Rio de Janeiro, with most of the balance from Victoria. The United States is the destination of about 57 per cent. of the whole, France of 10 per cent., and Germany of 10 per cent. The direct export to the United Kingdom is less than 7,000 bags.

The market is regulated by a Coffee Department, which buys and stores coffee and is supported by a tax collected from the growers. The Federal Government, by decree of 1927, has the power to restrict the export under a system of quotas allotted to each State. The over-production during recent years, owing partly to bumper crops and partly to increased planting, has landed the Defence Scheme in difficulties. A year's crop is now in storage, and will have to be liquidated before the industry becomes normal again. The 1930-31 crop was 17,000,000 bags ; the 1931-32 crop was 26,000,000 bags ; the 1932-33 crop was 16,300,000 bags ; and the 1933-34 crop has been estimated at 29,880,000 bags, of which 17,928,000 bags are for export, and 11,592,000 bags are " sacrifice " coffee, which the Coffee Department buys at 30 milreis a bag.

The National Coffee Department resolved in 1933 to export 40 per cent. of the yearly crop. Coffee traders are allowed to export 30 per cent., and the remaining 30 per cent. is to be retained. Late in 1932 a Federal Decree prohibited the planting of coffee trees in any part of the national territory for a period of three years.

A tax of 15s. per bag on all coffee exported has been imposed. The proceeds are applied to purchasing coffee for elimination. About 300,000 bags a week are destroyed Up to September 25, 1933, 23,106,605 bags had been destroyed.

The exports of coffee have been :—

	60-kilo bags.	Value.
1928	13,881,000	£70,335,987
1929	14,281,000	£67,307,000
1930	15,288,000	£41,179,000
1931	17,851,000	£34,104,000
1932	11,935,000	£26,238,000
July 1, 1932—July 30, 1933	12,411,225	——

Cacao is produced upon a scale which makes Brazil the second largest grower in the world. The natural requirements of a moist climate and a light rich soil are met over a large area, notably in Bahia State, where about 100 million trees are in bearing, in Maranhão, where the best quality is grown, and in the coastal parts of São Paulo and Rio de Janeiro States. There are estates also in Amazonas and in Pará. Exports : 1929 –65,395 tons ; 1930—66,862 tons ; 1931—75,863 tons ; 1932—97,513 tons. Almost the whole of the cacao exported is grown in Bahia.

The ports of Bahia and Ilhéos are the centres of the trade and approximately half the exports are to the United States. The 1932-33 crop of 1,572,747 bags was the largest on record.

Tobacco :—The cultivation of tobacco in Brazil was introduced with the early Portuguese colonization. Tobacco was for about three hundred years one of the most important products, and reached its zenith in the latter half of the nineteenth century, since when it has declined. Internal consumption accounts for nearly half of the total crop of about 200,000,000 lb. Nearly half the crop is grown in the State of Bahia, where about 50,000 acres are planted chiefly with a leaf suitable for cigars. Rio Grande do Sul and Minas Geraes are next in importance, followed by Parahyba. Exports : 1929—30,872 tons ; 1930—35,764 tons ; 1931—38,255 tons ; 1932—27,006 tons.

Rubber :—Before the development of the rubber plantations in the East, Brazil was by far the chief source of rubber, and trees taken from Brazil to the rubber-producing countries still afford the main supply. The type collected in Brazil, and known as " up-river, hard-cured fine Pará," is regarded as the best in the world. The great age of the trees and the native method of curing are held to account for the superiority. Exports : 1929—19,861 tons ; 1930—14,064 tons ; 1931—12,623 tons ; 1932—6,220 tons.

Nuts and seeds are collected in lieu of rubber from certain areas when the rubber market is low, although seldom in the Xingu valley, whence comes a large proportion of the " Caucho " variety. Manáos is the largest centre of rubber collection, followed by Pará, and the exports include a small proportion from Iquítos (Peru).

Foreign labour would be required were rubber trees to be cultivated systematically upon any large scale in the Amazon forest, and the prospective cost of this labour has deterred planters from embarking upon an experiment which has, however, been undertaken by the Ford Company of Pará upon a concession of virgin tableland on the Tapajós River, where about 5,000 acres have been planted.

Balatá :—A high quality of gum is obtained from the Rio Negro

Valley and the region north of Manáos, and a less valuable sort from the Amazon. Manáos is the entrepôt both for Brazilian and Peruvian (Iquitos) balatá. The receipts at Manáos have varied from 2,000 to 3,000 tons.

Cotton :—The cluster of north-eastern States from Maranhão to Sergipe supply about 80 per cent. of the Brazilian cotton crop, including the larger-stapled varieties of principal export interest. The best-esteemed quality of cotton is shipped from Pernambuco. Cotton of generally shorter fibre is produced in all States south to São Paulo where cotton forms an alternative crop to coffee and is planted upon an increasing scale. The Brazilian area under cotton is 1½ million acres. Brazil supplies about two-thirds of the South American cotton crop. The potentialities are limited by little else than the supply of labour, transport, and insect pest. At the moment there is a complete absence of uniformity of fibre among Brazilian cottons, but the Federal Cotton Service is creating experimental stations and seed farms for the production of improved seeds and methods of cultivation. The production in 1931-32 was estimated at 119,800 metric tons, and in 1932-33 at 140,000 metric tons. Consumption is about 90,000 metric tons. Exports : 1929—48,728 tons ; 1930—30,416 tons ; 1931—20,779 tons ; 1932—515 tons.

Rice became an article of export just before the war, and a rapid development took place during the hostilities. Latterly the shipments of rice have increased considerably. It seems that more careful attention to cultivation and treatment and to the standards of types is desirable to encourage a more general popularity of Brazilian rice in Europe. Large tracts of land are eminently suitable as rice fields, and in São Paulo, Minas Geraes, and Rio Grande do Sul large areas of rice lands are irrigated. Production in 1931, 1,048,076 tons. Exports : 1930—38,341 metric tons ; 1931—90,384 metric tons ; 1932—27,937 metric tons. Rio Grande do Sul was responsible for 97 per cent. of the total exports.

Sugar :—Although the Brazilian sugar industry is one of the oldest in the country it lacks organization and is unable to compete favourably with foreign production. " Mosaic " pest has played havoc in the State of Rio de Janeiro, but large quantities of the immune " Java " cane from São Paulo have now been planted. The production in the whole of Brazil during 1930-31 was 936,940 tons. An increasing amount of sugar is used for producing rum and alcohol. Exports : 1929—14,877 tons ; 1930—84,456 tons ; 1931—11,096 tons ; 1932—40,459 tons.

Herva Matté, better known under its Spanish name (Yerba maté), or as Brazilian tea, is grown in and exported from Southern Brazil, in particular from the States of Paraná and Rio Grande do Sul, and the ports Paranaguá and Antonina. The plant grows wild in the forests, requiring no cultivation. Brazil produces about 75 per cent. of the South American total. The annual export, most of which goes to Argentina and Uruguay, is valued at £1,348,000. Total production in 1930-31 was 167,900 tons. Exports : 1929—85,972 tons ; 1930—84,846 tons ; 1931—76,760 tons ; 1932—81,400 tons.

Silk rearing from the mulberry is practised on coffee fazendas in São Paulo State and upon small-holdings there and in Rio Grande do Sul. The climate is favourable, the culture is familiar to many Italian immigrants, and a good market for cocoons is given by the spinning factories. The S.A. Industrial de Seda Nacional, with headquarters at Campinas, and the Sericultura Bragantina, distribute cuttings and seed. Production of cocoons, 1931—350 metric tons; 1932 (estimated)—500 metric tons.

Timber :—The forest area, computed at 1,000 million acres, furnishes timber of unexcelled variety, ranging from the very hardest to the lightest kinds. The woods of the Amazon valley are little exploited, but rafts are floated down to Pará, whence hard and fancy woods are shipped to the United States, Spain, Portugal, and the Southern States of Brazil.

Jacaranda (rosewood), found especially in Espirito Santo State, and exported from Victoria, ranks as the most valuable form of timber. The pine forests of the Rio Paraná, covering an area of 1,000 miles in length, may be regarded as commercially the most exploitable. Paraná pine constitutes 85 per cent of the timber export, and is used on a small scale in the local manufacture of wood-pulp, as well as for the manufacture of matches. Eucalyptus is grown with success by the Paulista Railway Company, chiefly for railway sleepers.

Over a large part of the country the supply is too diverse for ready classification and collection into marketable qualities. Partly for that reason the exports have never approached a quantity commensurate with the total resources.

The difficulty of transport impedes the development of what is sure to become a large source of wealth. Total exports: 1929—127,207 tons; 1931—101,618 tons; 1932—101,823 tons.

Vegetable Oils :—The Amazon Valley constitutes in the extent and variety of its oil-bearing plants probably the largest source of vegetable oils in the world. The **babassú** kernels, largely collected at Maranhão and Parnahyba, compare in value with copra and yield an oil used in margarine, soap and candle making. The kernel yields 75 per cent. of its weight in edible oil, besides various by-products. There are from 4 to 5 millions of babassú palm in the north and west centre of Brazil. The invention of a high speed cracking machine would make it possible to exploit this latent wealth.

The collection of oil-bearing seeds has not been systematized scientifically, and quantity has been more considered than quality. Machinery to crush seed has been introduced at Pará, from which port three varieties, murumurú, uchubá, and jaboty are principally exported.

Almond, coconut, piassava, linseed, castor and sesamum oils are produced upon a considerable scale, principally in São Paulo and Pernambuco. Peanuts are crushed jointly for their oil and cattle food. Cotton seed, kapok seed, and Brazil nuts are other important sources of oil. In the State of Ceará oil used in the manufacture of paints and varnishes is extracted from the oiticica nut. Export of oils: 1931—191 tons; 1932—292 tons.

The exports of oil seeds have been : 1929—94,037 tons ; 1930—81,784 tons ; 1931—76,323 tons ; 1932—43,976 tons.

The Castanha, or **Brazil nut,** is indigenous to the States of Amazonas and Pará, where the trees flourish in the forest. The tree is not cultivated, and its nuts are gathered by collectors. Apart from their use in dessert the nuts are used extensively in confectionery and in the production of salad oil. A Nut Institute has been formed at Manáos, and the proportion of shelled to unshelled nuts is increasing rapidly.

One hectolitre of nuts is approximately 112 lb., and by this measure the quantities are recorded. Exports are made from Pará, Manáos and Itacoatiára. Exports : Unshelled nuts, 1931, 29,448 metric tons ; 1932, 20,496 metric tons. Shelled : 1931, 2,842 metric tons ; 1932, 3,069 metric tons.

The **Coconut** palm occurs for many hundreds of miles along the coastal lands from Pará to Rio de Janeiro, but the most important zone is Bahia. The Bahia coconut yields 15 per cent. more copra than the Eastern coconut, and 63 per cent. in oil as against 54 per cent. from the Asiatic nut. The official estimate of collected coconuts is 159,276,000.

Carnauba wax, the product of a palm abundant in Ceará and the northern coastal area, is exported. The wax is extracted from the leaves, the yield being about 33 lbs. of wax per 80 palm trees. The better quality is called " flor," and the inferior " arenosa." Exports : 6,752 tons in 1929 ; 6,714 in 1930 ; 7,471 in 1931, and 6,380 in 1932.

Turpentine :—A relatively new product is derived from the " Turpentine Tree," which, when " tapped," or pierced, yields Amazon oil closely resembling French turpentine in its physical characteristics. The spirit is obtained in an almost pure state by boring one hole high in the trunk to form an air inlet and another to act as an outlet for the liquid. There is little doubt that in future there will be a considerable demand for anamoim oil or Amazonian tree-turpentine.

Fruit :—Some of the most delicious table fruits obtainable still await the benefits of organization for the purpose of their sale abroad. Efficient arrangements exist in respect of nuts, bananas, and pineapples, to which may now be added oranges. Cultivation of oranges has been increasing, and fruits as fine as any in the world are now being graded, wrapped, boxed, and exported in cool chambers to the European markets. Packing plants for the export of citrus fruits are being installed in the States of São Paulo and Rio de Janeiro, and a considerable extension of the citrus fruit traffic is anticipated in the near future. Approximately 95,500 acres of orange groves have been planted, mainly in São Paulo, Rio de Janeiro, Bahia (whence the navel orange was transplanted to California), Minas Geraes, and in Rio Grande do Sul. The annual production is 9,000,000 boxes, and exports were 1,930,638 boxes in 1932, compared with 2,054,000 boxes in 1931. Great Britain is the most important market, taking 80 per cent. of the exports.

Bananas of excellent quality are exported in large quantity from

Santos, chiefly from plantations in the immediate vicinity. A recent census shows 90,000 acres under this crop in São Paulo State, and a production of 13 million bunches. The variety is the Cavendish or Canary banana; and the methods of handling and loading have been improved. Exports: 1931—7,857,712 stems; 1932—6,872,981 stems. Great Britain took 1,621,929 stems. Nearly all bananas are shipped through Santos to Argentina and Great Britain.

Pineapples to the number of 87 millions per annum are exported from Rio de Janeiro, Santos, and Pernambuco. Bread fruit flourishes in the coastal region. Guavas, from which jelly is manufactured, grow in profusion in the tropical parts and near Rio de Janeiro. The lemons are small and thick-skinned. Stone and soft fruits, of the kinds familiar in England, yield good crops of good flavour in the temperate regions. Melons grow freely in all parts. Grape vines suffer from fungi, but fine grapes, both for table use and wine making, have been produced in the south for many years. The wine production in 1930-31 was 1,208,543 hectolitres.

Grape fruit is as yet little known in Brazil and is often mistaken for the "turanja" of no commercial value; but owing to the propaganda carried on by the Ministry of Agriculture, plantations are being created, and it is anticipated that the fruit-growing station at Deodoro will be able to supply 100,000 seedlings a year. Tangerines, which originated in China, are very largely cultivated in Brazil, where they are known by the names of "mexer iqueira," "laranja cravo," "laranja mimosa," etc.

The exports of table fruits and edible nuts have been: 1930—139,751 tons; 1931—197,132 tons; 1932—182,312 tons.

Wheat is grown in the three southern States and is rapidly increasing. The harvest is estimated at 135,547 tons. The crop, like oats (11,997 tons), barley (9,274 tons), and rye (16,777 tons), does best at a fair altitude. There is a considerable export of bran of all kinds, amounting in 1931 to 79,926 tons, and in 1932 to 82,215 tons.

Maize, the most important of the cereals, is planted for domestic consumption in most parts of the country, often side by side with beans, melons, or pumpkins. The stalks attain a height of four feet or so, and the estimated weight of the grain crop is four to five million tons. The crop is grown everywhere, although predominantly in the south, and in terms of value is exceeded only by coffee. Production 1930-31, 5,083,853 tons. Export: 4,713 tons in 1930; 312 tons in 1931, and 23 tons in 1932.

Mandioca, or cassava, the tuber from which tapioca and manioc flour are obtained by pulping, washing, and drying, grows well at elevations up to 3,000 ft. The flour, or farina, is used in bread and as a thickening for stews. The plant matures in from 12 to 18 months, and in point of nutriment per acre it is reckoned about six times more profitable than wheat. A new development is the distillation of alcohol from manioc in the city of Divinopolis.

In 1932 some 4,703 tons of manioc meal was exported, principally from Rio Grande do Sul, Ceará, Pernambuco, and Pará.

Arrowroot is indigenous, and is grown to the best advantage along the north coast. Like mandioca, it is crushed, washed, and dried for the recovery of its nutritious flour.

Potatoes of the sweet kind ripen in three or four months and give yields of up to twenty times the weight of seed used. The crop is much used to fatten pigs, as are the **yams,** which are grown in most of the Brazilian valleys.

Beans, a staple article of the diet of the working classes, are grown especially in the central and southern States, often in conjunction with maize: one row of beans and one row of maize. The beans ripen in four or five months from planting, and black beans are the most common.

The production of **tea** is being stimulated in the State of Minas Geraes, where there are about 1,150,000 plants.

The livestock includes:—Cattle, 42,539,203; Horses, 6,573,329; Asses and Mules, 2,745,021; Sheep, 10,660,598; Goats, 5,231,453; Swine, 21,614,622. The total value in 1920 was computed to be a little over six million contos of réis. Approximately one-half of the cattle exist in Rio Grande do Sul. The type of ox is inferior to Argentine stock, but measures to improve the breed are being taken by the Government and by private interests.

Cattle and horses are kept, more or less, in all parts of the country, but the States of Rio Grande do Sul and Minas Geraes support approximately one-half of the total number. Mules and asses are largely used for transport. Sheep are farmed chiefly in the far south, almost entirely in Rio Grande do Sul. Goats are the live-stock of the northern part of Brazil, and are raised mainly for the sake of their skins which are exported in large numbers. Swine are most abundant in the south of Minas Geraes; Rio Grande do Sul and São Paulo have probably three-quarters of the total number.

Common Brazilian fowls are of poor quality, but superior breeds have been introduced, and successful poultry farming is carried on near Rio de Janeiro and São Paulo.

Meat:—Brazil offers great scope for the expansion of its pastoral industry. About 25 per cent. of the cattle raised come from the State of Rio Grande do Sul, which has become the chief centre for the export of chilled beef. Over half a million head of cattle are fattened every year in the State of São Paulo on cultivated pastures. These States are the only ones in Brazil where European improved breeds thrive on the open range.

In Central Brazil, where there are probably 20,000,000 cattle, the principal fattening camps are around the Barretos district in the State of São Paulo, and here more than 300,000 head of cattle are fattened every year. A number of new fattening camps, however, have been formed during recent years along the Sorocabana and Noroeste Railways and it is probable that a quantity of suitable cattle will be forthcoming from this zone for the frigorificos in São Paulo and Santos. In the State of Minas Geraes cattle fattening is increasing year by year, particularly in the Triangulo —the district between Rio Grande and Rio Paranahyba, extending to the Araxa and Patos districts—and the north-west part of the

State. The fat cattle find their way to Rio de Janeiro and São Paulo in about equal proportions.

The home consumption of jerked and fresh meat is important and increasing. A British company is trying to overcome the prejudice against zebu meat, which is said to be quite good eating when chilled.

The bulk of Brazilian frozen and chilled beef, frozen mutton and offal finds its sale upon the Continental markets and largely in Italy. The exports are given as follows :—

	1931 Tons.	1932 Tons.		1931 Tons.	1932 Tons.
Lard	296	20	Skins	6,503	4,812
Meat (conserved) ..	4,374	3,248	Tallow	222	109
Meat (frozen & chilled)	74,023	45,985	Jerked meat ..	1,054	286
Hides	49,807	33,355	Sundry	42,785	27,466
Wool	6,991	1,772			

Furs and Skins :—Nutria skins are collected for export to Europe, where they are sold generally without indication of their Brazilian origin. Monkey skins also are sent to France and England, notably those of the bearded monkey or " guariba," and of the " muriqui," " eia," and " prego " monkey. Of the various deerskins the red " matteiro " species is best esteemed. Jaguar or " onça " skins are obtained in Minas State, and wolf, wild-cat, and otter in many parts of the country.

Isinglass, or fish glue, prepared at the mouth of the Amazon, is exported chiefly to England in quantities varying from 100 to 300 tons per annum by merchants in Pará.

Drugs : —Most of the plants used in medicine exist and are collected in Brazil. Varieties of the cinchona, the source of quinine, abound as well as quassia, gentian and other bitter drugs. Ipecacuanha is found especially in Matto Grosso and Bahia, nux vomica in Amazonas. Jaborandi, used largely as a hair tonic, commonest in the northern States, grows also in São Paulo. Jalap, verbena, and digitalis, senna and castor seed are among the better-known products in an innumerable variety, passing under local as well as scientific names.

Butterflies :—There is scientific authority for calculating the variety of Brazilian butterflies at over 30,000 species. Some 3-4,000 lepidoptera are found in the Federal District alone. The capture and preserving of butterflies, chiefly of the " morpho " and " blue silk " varieties, for use in jewellery and ornaments, makes an auxiliary source of income to settlers in Southern Brazil. Coloured beetles and other insects are valued as decorative objects, and the mounting and sale in response to fashion is a thriving small industry.

Orchids :—Well over 1,000 varieties have been identified, and orchids of greater or less value occur in favourable situations in the Amazon valley and throughout the coastal hills. Many of the most valuable of the Amazonian orchids occur upon the tree-tops, and they are sought by collectors during the dry season commencing in March. Pernambuco is a regular market for varieties esteemed in the outer world. Some of the rarest and most highly prized are obtained in Santa Catharina State.

On the Fazendas.

The typical fazenda is an industrial undertaking for the production most often of coffee, but sometimes of cotton or sugar cane. The fazendeiro, or proprietor, normally lives upon the estate, as does his manager, and near to the workers' cottages, which are built nowadays of brick with a single door and two or three windows. The cottages are commonly uniform in size, set orderly in line, and backed by allotments for vegetable growing and the maintenance of one or two animals per family. The buildings include the engenhos, or barns, in which the coffee is washed and worked, and the sugar cane crushed. They adjoin the terreiros, a large paved yard. On large fazendas a central store, church and school form part of the establishment, and on the largest a hospital, restaurant, and cinema may be found.

The main work of the ordinary colonist upon a coffee estate is weeding, an operation required about six times a year. A single worker is able to tend 2,000 trees, occupying about 6 acres ; families tend a larger number, according to their size. Pruning is largely done by gangs of experienced men who travel the district. A fact of great practical importance to the São Paulo coffee industry, and one which serves to explain its large development, is that the berries ripen together at one time, usually the end of June, although picking is not necessarily completed until November. Instead of making two or three harvests, as in some countries, the planter is able to economize labour by picking all the berries from one bush at one time.

Fertilizers are dear and cost more than twice as much as in Europe, and are accordingly little used. A cheap supply of nitrogenous and phosphatic manures would largely increase the fertility of the estates.

The workers, who are largely European immigrants, are paid an agreed price per 1,000 shrubs for cleaning, weeding, or pruning the coffee plants. For gathering coffee berries they earn a fixed price per alqueira (a bushel measure of some 50-55 litres). In addition they work for daily wages for probably fifty days per year, In their free time they cultivate crops either upon plots set apart for the purpose or between the lines of coffee plants upon the estate. Beans and maize are thus grown for food, and pigs, cows, goats, or chickens are fattened.

Safeguards have been devised in the interests of immigrant workers. The conditions have been found advantageous by many thousands of Southern and Central European labourers, of whom some have risen to possess fazendas of their own.

MINERAL RICHES.

Gold, distributed widely over the three southern mountain ranges, occurs chiefly in low-grade quartz veins. The most important zone is in central Minas Geraes, where the only two mines in Brazil are operated. Generally speaking, the average percentage of the deposits is not more than 10 grammes of gold per ton. The St. John Del Rey mines, which celebrated their centenary in 1931, are almost the only ones in regular work. They produce £500,000 of

gold per annum, which is sold to the Brazilian Government.

Manganese ore, the most considerable of Brazilian mineral products, is produced chiefly in Minas Geraes State, and is also worked on an increasing scale near the port of Bahia. There are proved but undeveloped deposits in Maranhão, about 200 miles from Pará, and the Urucum mountain, 15 miles south of Corumba, in Matto Grosso, is said to be the richest deposit of manganese in the world. Exports of ore are almost entirely from Rio de Janeiro and predominantly to the United States. Exports: 1930—192,122 tons; 1931—95,550 tons; 1932—20,885 tons.

Coal:—The principal mines are at São Jeronymo, Butía and Jacuhy in Rio Grande do Sul, and Ararangua and Urussanga in Santa Catharina, reserves being estimated at 5,000 million tons. Present-day production fluctuates around 400,000 tons a year. The quality is poor, but the coal is used by certain railways and industries. Importers are now compelled to buy national coal to the extent of 10 per cent. of the quantity imported.

Iron:—The reserves of ore existing chiefly as magnetite and haematite (locally called itabirite) compare in size with those of the United States and are computed at 23 per cent. of the available world supply. The deposits occur chiefly in Minas Geraes and southward. The average content of metallic iron is estimated at 60 per cent. or more with a low percentage of phosphorus. Little success has attended their exploitation during one hundred years, due to the dearness and poorness of fuel and the distance from markets. There are at present 10 establishments in the country, 9 of which are in Minas Geraes, with a maximum total production capacity of 132,000 tons of pig iron, 70,000 tons of steel, and 70,000 tons of sheets.

Oil:—The discovery of bituminous schists in Piauhy and other northern States is reported from time to time. Successful test-borings have been reported in Minas Geraes, near Juiz de Fora, and in Santa Catharina, in the Rio Bonito district. Encouraging reports have been received from Matto Grosso relative to an area between Corumbá and Campo Grande, and from Tucum and Boa Esperança in the State of São Paulo. The geological probabilities favour the presence of oil, although a large outlay would be inevitable in commercial operations.

Bauxite is found in Minas Geraes. The principal deposit, at Motuca, is worked by the John d'El Rey Mining Company **Asbestos** has been found in Minas Geraes, Bahia, Pernambuco, and Rio Grande do Norte. Deposits of **Barytes** are being worked in three districts in Minas Geraes. **Chromium** and chromite deposits have been found in the State of Bahia. **Copper** exists in Bahia, Parahyba, Ceará and Rio Grande do Sul, but is not exploited. There is **Mica** in Minas Geraes. **Molybdenum,** in association with hyaline quartz and iron pyrites, is found in Santa Catherina. **Nickel** deposits exist in Minas Geraes and Goyas. Work has been begun on the deposit at Livramento. **Platinum** is found in alluvial deposits in Minas Geraes and Matto Grosso. Almost all the galenas

contain **Silver.** The lead ores of Furnas (São Paulo) contain ·3 per cent. The small amount now produced comes from the refining of gold. **Tin and Tungsten :** Cassiterite is found in Minas Geraes, Parahyba, and also in Rio Grande do Sul in association with wolframite. **Titanium :** Rutile is found in the diamond districts of Minas Geraes, Bahia and Goyaz. Large crystals are encountered in the alluvial deposits. The chief deposit of **Zircon** is at Caldas (Minas Geraes) in the form of pebbles containing about 90 per cent. of zircon dioxide. There are abundant **Monazitic Sands** on the coast of the States of Bahia, Espirito Santo and Rio de Janeiro, in conjunction with ilmenite and zircon sands.

Export of sundry minerals in 1932 is given at 10,209 tons.

Mineral Waters :—Wonderful mineral springs are found chiefly in the southern part of the State of Minas Geraes. Beautiful spas have been created around these health-giving waters, and at Caxambú, for instance, in addition to the most modern hydro-therapeutic establishments for the treatment of invalids, there is a large industry engaged in preparing the water for distribution to all parts of the country.

PRECIOUS STONES.

Gems, more or less precious, are found in Brazil in great variety. Among the kinds are colourless tourmaline or achroite and amethysts. Andalusites are found in several colours but rarely in perfect crystals. Beryls, blue and green and pale gold, occur in Minas Geraes ; cachalong, a variety of opal, is found at Rio do Peixe, Santa Catharina ; chrysoberyl and cymophane (true cat's-eye) in Minas Novos and in quartz veins in several streams.

Diamonds have been obtained from Brazil for 200 years, chiefly from Diamantina (Minas Geraes), and also from parts of Goyaz, Matto Grosso, and Bahia. Gems of large size have been found, including one at Patos on the River Areado, weighing over 2,000 carats and valued at about £160,000. The stones are esteemed even more highly than Kimberley diamonds.

Carbonados or black diamonds used in industry as abrasives are found hardly anywhere outside Brazil. The Paraguassú River (Bahia) is the principal source of these exceedingly hard crystals. A stone discovered in 1929 in the River Abaete is reported to be the largest rose diamond in the world.

Emeralds have been occasionally discovered. Garnets occur in quartz and gneiss in many parts. Jasper, together with agates, cornelians, and sards, is common in the river beds of Rio Grande do Sul. Precious opal has been obtained at Agua Saija. **Pearl** fishing is not organized, but pearls are recovered from the lagoons of the Araguaya and its tributaries. Rubies, although scarce, are not unknown. **Sapphires** are found with diamonds in the River Coxim and its tributaries (Matto Grosso). Topaz has been obtained for a century past from Pescaria, an island near Rio de Janeiro.

The exports of precious stones have been : 1928, £384,000; 1929, £232,000 ; 1930, £89,000 ; 1931, £45,000 ; 1932, £14,000.

INDUSTRIAL DEVELOPMENT.

The manufacturing industries of Brazil are expanding rapidly. Already the bulk of the home demand for most articles, except engineering products, is supplied by the national factories. British capital has financed factories producing such diverse articles as paints, cotton and woollen goods, biscuits, nuts, bolts, screws, buttons, cigarettes, matches, and gramophone records. The national production of manufactured articles to-day is valued at £185,000,000.

Two of the most prosperous industries in Brazil are those producing footwear and head gear. According to official figures the number of boots and shoes produced by national factories exceeds 30,000,000; and the number of hats 9,000,000.

Since the beginning of this century the manufacturing industries of the State of São Paulo, under the protection of a heavy customs tariff, and the utilization of electric power, have made extraordinary progress.

According to the latest official statistics published there are in the City of São Paulo 208 textile factories employing 40,000 persons; the 119 cotton mills producing 250,000,000 metres of cotton cloth, and employing 25,863 operatives; iron and steel-working employ 9,746; building, etc., 12,720; leather industries, 1,444; woodworking, 6,109; printing, 5,262 persons. Over 3,000 are employed in sixteen glass factories, and over 3,000 respectively in the chemical, brewing, and metalworking trades. Manufacturing and kindred establishments employ 203,736 operatives. One factory turns out radio sets.

In all Brazil there are 369 cotton mills with 2,698,175 spindles, and consuming 72,000 metric tons of cotton. The most important mills are at Rio, São Paulo, in Minas Geraes, the Federal District, and the northern States.

There are 63 establishments for spinning and weaving natural silk; these have a capital of 60,000 contos, giving employment to 5,700 people. The most important factory, that at Campinas, has 9,000 spindles and 100 looms.

The forty silk mills in São Paulo State have a total of 1,579 looms, and produce ribbon as well as broader fabrics and silk stockings (annual output 3,500,000 pairs). There is an artificial silk factory also in São Paulo, with an output of 335,000 kilos.

Eighteen paper factories in the same State produce 75,000 tons of cardboard, wrapping-paper and stationery. These mills supply paper of all kinds and qualities, though there is still an inadequate domestic production of newsprint. Brazil has very large supplies of vegetable fibres from which the paper industry could obtain its requirements of cellulose. Some States of Brazil have therefore made regulations to encourage the industrial use of these fibres which can be obtained in large quantities from wild rapidly-growing plants. In Bahia, for instance, those employing fibres not yet industrially exploited are exempt for 15 years from certain State taxes. In all Brazil there are 22 paper factories, with a capital of 100,600 contos of reis, and employing 4,500 people.

The woollen industry employs about 3,000 operatives in the States of Rio Grande do Sul and São Paulo. In the latter State there are over 600 looms and some 20,400 spindles, and the value of the annual production is estimated at £1,500,000.

There are five spinning and weaving jute mills in the State of São Paulo, the principal of which is the Cia. Nacional de Tecidos de Juta, which has a capital of 105,000 contos, and machinery and apparatus valued at 55,000 contos, employs 4,000 work people and operates 1,700 looms. The other three have 980 looms, and employ 2.750 persons. In Santos there is a weaving mill with 180 looms, and in Rio de Janeiro and other parts of the Republic, weaving mills operating 1,093 looms, and employing 2,000 workpeople.

There are 216 sugar mills in the country, 54 in the State of Pernambuco, with an annual production of 850,000 tons of sugar and 121,000,000 litres of alcohol. Cement was produced by the national factory at Rio de Janeiro to the extent of 983,000 barrels in 1931.

The industrial development of Brazil is enormously helped by unlimited **water-power.** It is estimated that 25,000.000 h.p. are available, but so far only about 500,000 h.p. have actually been developed, mainly by the Brazilian Traction Co. This company has in hand the construction of huge power stations located near the São Paulo-Santos highway. Its associated companies provide power and light to the cities of Rio de Janeiro, São Paulo and Santos, through plants with a present aggregate capacity of 400,000 h.p.

There are also two large hydro-electric plants near Rio de Janeiro. One, the Jerry O'Connel Dam at Bananeiras (Bahia), has a capacity of 9,000 kilowatts, and furnishes electricity for the city of Bahia. Large and small, the electrical generating stations exceed 500 in number.

In 1932 the President decreed an 8-hour day for industry.

TRADE AND COMMERCE.

The following records the recent course of Brazilian international trade :—

	Imports.	Exports.
	£	£
1932	21,744,297	36,629,594
1931	28,597,000	49,545,000
1930	53,619,000	65,770,000
1929	86,653,000	94,831,000
1928	90,669,000	97,426,000

In 1932 the United States' imports from Brazil amounted to £16,788,826, and their exports to Brazil amounted to £6,566,268. Great Britain's imports from Brazil amounted to £2,571,725, and its exports to Brazil amounted to £4,175,300.

FEDERAL DEBT (Oct. 1, 1932).

External	£100,285,910
Dollars	149,752,860
Francs	233,303,760
Internal	2,510,652:900$

The Government defaulted in most of its foreign debt in 1931.

Foreign Capital invested in Brazil is preponderantly British. An

estimate given in 1933 follows :—

British Capital	£74,659,569
U.S. Capital	39,826,000
Other foreign Capital ..	150,000,000

The **cost of living,** an important factor in industrial development, is high and has risen considerably of late years. The very low rate of exchange has led to an increase of prices and a close adjustment to the depreciated level. The actual cost of living bears no comparison with that prevailing before the war.

A traveller can live at from £2 to £2 10s. per day, exclusive of extras, at the best hotels in Rio and São Paulo. Second-class hotels run from £1 to £1 10s. a day.

Immigration :—Of some 4½ million immigrants since 1920, approximately 1,250,000 arrived from Portugal, 1,475,000 from Italy, and half a million from Spain, with about 200,000 from Germany, 110,000 from Russia, 90,000 from Austria, and 60,000 from Japan.

Immigrants do not all settle permanently in the country. During 1930 there were 67,000 immigrants, of which about 18,000 were Portuguese and 14,000 Japanese; in 1932 the number of immigrants had fallen to 29,534.

The conditions of immigrant life in Southern Brazil have been found much more adapted to the peoples of Central and Southern Europe than to those of English upbringing. From January 1931 the only immigrants allowed to land are those whose entry has been solicited by the Federal Interventor, through the intermediary of the Minister of Labour, and who hold a note of call (*bilhete de chamada*); also agriculturists who satisfy certain requirements. Casual migrants must be in possession of an amount equivalent to three contos of réis (£40-60).

Agencies exist for the aiding of immigration, and information on the subject is obtainable through the leading shipping companies.

Transport continues to be Brazil's main problem. The interior is unfortunately cut off from the coast, except on the north, by almost impassable mountains. The present trend is towards building roads rather than railways, and the motor-lorry already plays a large part in Brazilian transport.

The **Railways** are theoretically all vested in the State and are either directly operated as Federal or State railways or worked on concession or lease with or without guarantee of interest. The so-called British railways comprise these different forms of tenure, and some of the companies have acquired a number of lines originally constructed on independent concessions. The Leopoldina system, for example, includes railways variously acquired, in which there are State interests and Federal interests. Disputes between the companies and the Government have been frequent, especially in relation to the charges which may be made for freight.

The most important scheme on hand is the extension of the Sorocabana Railway from Mayrink to Santos. The first part of this line is open.

At the beginning of 1932 there were in operation 20,478 miles (single track). The mileage has increased by 75 per cent. since 1907, but little over 300 miles have been built in the past few years.

Roads :—Road construction has been pressed on with new energy, notably in São Paulo State, which possesses the best roads in the country, and in the adjacent south-eastern States. In the interior a good road is being driven from the railway to Cuyabá (Matto Grosso). In the north-eastern area near Ceará, Rio Grande do Norte, and Parahyba, new motor roads accompany the development of irrigation. A capital new highway connects São Paulo with Rio de Janeiro, and work is progressing in the final stages of a 600 kilometre road between Rio and Bello Horizonte, capital of the State of Minas Geraes. The road, 560 miles long, from São Jao, in the State of Santa Catherina, to Barracao, on the Argentine frontier, is nearing completion.

It is now estimated that there are 75,000 miles of highways in Brazil, of which about 13,500 miles are first-class roads.

PRESS.

Rio de Janeiro : "Diario Carioca," "A Patria," "O Globo," "Diario de Noticias," "Diario Oficial," "A Nação," "Correio da Manhã," "Jornal do Brasil," "Jornal do Commercio," "A Noite," "Diario da Noite," "The Brazilian-American," "Wileman's Brazilian Review," "Revista Aduaneira." **São Paulo :** "A Razão," "Correio da Tarde," "Diario da Noite," "Diario Nacional," "Folha da Manhã e da Noite," "A Gazeta," "Diario Popular," "O Estado de São Paulo," "Diario de São Paulo," "A Platea," "Anglo-Brazilian Chronicle," "Times of Brazil." **Bahia :** "Diario de Noticias," "Imparcial," "O Jornal," "Diario da Bahia," "A Tarde." **Pernambuco :** "Jornal do Recife," "A Provincia," "Jornal do Commercio," "Diario de Pernambuco," "Provincia," "Jornal Pequeno." **Santos :** "O Diario de Santos," "A Tribuna." **Pará :** "Estado do Pará," "A Folha do Norte," "O Imparcial." **Mãnaos :** "O Jornal do Commercio." **Porto Alegre :** "O Correio do Povo," "A Federação." **Rio Grande do Sul :** "Echo do Sul."

WEIGHTS AND MEASURES.

The metric system was adopted in 1889, and is used in all official departments. It is the only dependable standard to employ, as various of the ancient measures have widely different measurings in different parts of the country.

In Land Measure :—

Alqueire = 2·42 hectares in São Paulo and Paraná.
2·468 ,, in Rio de Janeiro.
48·40 sq. metres in Goyaz and Espirito Santo.

In Dry Measure :—

Alqueire = 40 litres in Rio de Janeiro.
50 ,, in Pará.
320 ,, in Parahyba.
With other connotations in other places.

The following Weights are in common use :—

Libra	=	1·012 lbs.	Arroba	=	32·38 lbs.
Quintal	=	129·54 ,,			

Standard Bales.

Coffee	=	60 kilos.	Cotton	..	80,140,180 or 225 kilos.
Cacao	=	60 kilos.	Tobacco	..	70 kilos average.

BRAZILIAN CURRENCY.

The currency consists of notes, silver, nickel and bronze coins. The ultimate unit is the real (plural réis) and the actual unit the **milréis** (= 1.000 réis). There are nickel pieces of 100, 200, and

400 réis ; gilded nickel pieces of 500 réis and 1 milréis ; silver pieces of 2 milréis ; and notes of 1, 2, 5, 10, 20, 50, 100, 200, 500 and 1,000 milréis.

The **notation** of Brazilian values presents some complications. Written in full the sign of the milréis is 1$000, but for convenience the cyphers may be omitted in dealing with large amounts. The term " one thousand milréis " is not used. This amount (1,000$000) is called one " conto de réis," and amounts of more than 1,000$ are reckoned and spoken of as so many " contos de réis."

In stating written values in Brazilian currency, there are three signs to denote the places of the figures. They are : the milréis sign ($), the conto sign (:), and the thousand conto sign (.).

Values under one milréis are inscribed to the right of the ($) sign. Thus, $522 (five hundred and twenty-two réis). Should there be no tens or hundreds, their places are occupied by noughts. Ex. $005 (five réis) ; $204 réis (two hundred and four réis). Values of one milréis and over are inscribed to the left of the ($) sign, up to 999$ (nine hundred and ninety-nine milréis).

Any number of contos come at the left of the sign (:), up to 999:000$000 (nine hundred and ninety-nine contos).

Thousands of contos are inscribed thus : 999.000:000$ (nine hundred and ninety-nine thousand contos).

In case there are no réis the three réis places may be occupied by noughts ; but the places are often left blank.

The following is an example : Rs. 645.721:982$321 (six hundred and forty-five thousand seven hundred and twenty-one contos nine hundred and eighty-two mil. three hundred and twenty-one réis). The abbreviation Rs., here placed on the left of the value, is frequently omitted.

POSTS AND TELEGRAPHS.

Letter post :—Inland and Pan-American, per 20 grammes, 200 réis ; Foreign, 700 réis for first 20 grammes, and 400 réis per 20 grammes thereafter.

Letters from the United Kingdom dispatched *via* France by air mail reach Rio de Janeiro in about 8 days. Charge : 3s. 6d. per half ounce in addition to the ordinary postage (2½d. per oz. and 1½d. per oz. thereafter).

Telegrams :—The charge varies from 100 to 400 réis per word in the various States, in addition to a fixed charge of 1 milréis per message.

Wireless :—Stations employing Marconi, Radio Corporation of America, Cie Générale de Télégraphie sans Fil or Telefunken apparatus exist at many points along the coast and land frontier. A local company, the Radiotelegraphica Brasileira, maintains constant direct communication by telegram and telephone with New York, nearly all European countries, and Buenos Aires. The company operates wireless stations at Pernambuco, São Paulo and Porto Alegre. Messages through this company carry the unpaid prefix " Via Radiobras."

A powerful **broadcasting** station has been opened at São Paulo for the transmission of musical and other programmes to remote points. There are altogether 23 broadcasting stations in Brazil. Transmission is much interrupted in different parts of the country by static influences.

Telephones exist in most of the principal towns of the Republic. The total length of lines is about 570,000 miles. The automatic system has been installed in certain cities. The Companhia Radio Internacional provides direct radio-telephone communication with the United States, Canada, Mexicio, Cuba, Argentina, Uruguay, Chile and London.

OFFICIAL HOLIDAYS.

January 1: Universal Fraternity.
May 1: Labour Day.
July 5: 1924 Revolution.
September 7: Independence Day.
November 2: All Souls' Day.
November 15: Republic Day.
December 25: Christmas Day.

Guidance for Commercial Travellers.

Commercial travellers are referred to "Hints for Commercial Visitors to Brazil," prepared by the Commercial Secretary to H.M. Embassy at Rio de Janeiro, and published by the Department of Overseas Trade, 35 Old Queen street, London, S.W.1. April, 1933.

Information for Visitors.

Climate and Clothing: "Winter (May to October) conditions are similar to those of European summer in the centre and the south of Brazil. At almost every season of the year a light waterproof coat will be found useful. In the north the winter is a season of tropical rains. Summer conditions all over the country are tropical, but temperatures of 100°F. are comparatively rare. In the coastal towns there is a high degree of humidity, which tends to sap the energy of a newcomer. It is also worth remembering that the luminosity is very high and that travellers frequently suffer from headache due to eye strain. This applies more particularly to persons with normally good sight. Relief may be obtained immediately by wearing coloured glasses. On the other hand it is not necessary to wear a sun helmet, and indeed the wearing of one by a foreigner creates a painful impression on the Brazilian mind. It is one of the few things that should be regarded as distinctly 'not done.'

"From Rio de Janeiro southwards, except on a particularly warm day, during the summer months the traveller will suffer little inconvenience even if he wears light-weight woollen clothing, and during the summer months there are many days when he will run the risk of catching a cold unless he wears something heavier. In São Paulo particularly light-weight clothing, such as palm-beach, linen or drill, need only be worn in the summer.

"Clothing packed in trunks should be protected against moths.

" The health hazards in travelling are not serious, but the new comer would be well advised to eat fresh meat sparingly—particularly in the smaller towns—and to drink only bottled waters."—D.O.T. Reports.

" Railway fares vary on the different systems, no universal rate having been adopted. It may be assumed that fares are as a whole cheaper than in the United Kingdom. Luggage over 30 kilos must be paid for. Meals are usually provided in restaurant cars on long-distance journeys, at approximately hotel prices. Sleeping berths are charged for by a supplement added to the ordinary fare. Tips are a great aid to smooth travelling.

" Tram fares in Brazil are generally below those of the United Kingdom, fares of Rs.0$100 (½d.) being common. The usual minimum fare is Rs.0$200 (1d.). Taxis commence to mark at Rs.2$000 (1s.), and distance charges are reasonable. The time rate in Rio de Janeiro is Rs.15$000 (7s. 6d.) an hour. Auto-omnibus lines are common in all the principal centres of Brazil, at prices from two to three times those of the tram services. Rio de Janeiro is especially well served by 'buses.

" Hotels at other large towns compare with the second-class in Rio de Janeiro in both price and comfort. In the interior the accommodation is not generally good, and prices are about that of the second-class hotels in Rio de Janeiro. In the best hotels in Rio de Janeiro and São Paulo the charges for room, bath and food vary from 70$000 to 80$000 a day, *i.e.* approximately £2 at the official rate of exchange. Hotel charges in the smaller cities and in the second-class hotels in the capital are generally about £1 a day. Tipping in hotels may be calculated on a 10 per cent. basis. A sympathetic treatment of servants and hotel employees goes a long way.

" In general throughout Brazil tipping is usual, but perhaps less common and less costly than in most other countries. Porters, however, at steamship wharves and railway stations expect generous sums and the regulations oblige the traveller to employ two or three where one would serve. In the case of hand luggage the traveller would be well advised to carry his own if he conveniently can."

Information for Passengers.

Passengers, irrespective of the class in which they travel, must have their passports viséd by a Brazilian Consul, and for this purpose personal attendance is necessary. Applicants need to produce two letters of recommendation and three unmounted photographs.

All passengers landing in Brazil need a vaccination certificate of not more than seven years old, duly viséd by a Brazilian Consul; a health certificate stating that the holder does not suffer from a contagious disease; an identity book with photograph, particulars of age, nationality, civil state, profession, and finger prints; and a certificate of good conduct (except in the case of persons in good public or social position). Passage tickets are only issued on presentation of a vaccination certificate, for preference given by an official of the Health Department or by a well-known doctor, and

attested and stamped by a competent authority holding office under the Government.

In the case of *bona fide* tourists only, vaccination certificates are no longer required and special facilities are available for granting the Brazilian *visá* through various shipping companies for organized parties of tourists, without individual calls at the Brazilian Consulates being necessary.

All second- and third-class passengers are considered as immigrants, and are required to provide themselves, in addition to the documents detailed above, with a certificate of lawful profession issued by any local authority or by a merchant or bank, duly legalized.

Under Brazilian Law unmarried women (except those of Brazilian nationality) travelling alone must possess a certificate that the passenger is of honest occupation. This certificate should be issued by a competent authority holding office under the Government. Forms are to be had on application from the leading steamship companies, and no other form is accepted.

Persons over sixty years of age are required to prove to the Consul that they either possess means, or that there are persons in Brazil who will be responsible for their maintenance. Passports of minors are only viséd when they are called to Brazil by an authorised person, or when they have a lawful occupation or means.

All passengers holding passports other than Brazilian passports issued by the authorities of the State of São Paulo, embarking from Santos for a foreign destination must have their passports viséd by the Police Authorities in São Paulo. Visé is obtainable at the Police Station Rua dos Gusmões 86 (Corner of Rua Santa Ephigenia).

On applying for the visa passengers must submit one loose full face photograph, and State of São Paulo stanps of Rs. 20$000 and 2$000 respectively. Also Education and Health stamp of 200 reis. Two days should be allowed for completion of these formalities.

A similar visa must be obtained from the Rio de Janeiro Central Police Authorities in the case of passengers embarking at Rio for foreign destinations. Stamps required, 1$000 and 200 reis Education and Health.

UP THE AMAZON RIVER.

Route Liverpool-Manáos.

Ocean liners of 7,000 tons regularly negotiate the Amazon for a distance of 1,000 miles up to Manáos, well in the heart of the continent.

Salinas brings into view the first glimpse of the New World and of the waters of the Amazon, which has changed the colour of the sea from deep blue to pale yellow-green. To starboard is Marajó Island, and opposite a dense green wall of the equatorial forest, with its distances veiled in mist. Between the ship and the shore native catamarans, with blue sails, may usually be seen.

This is the Pará River, one of the mouths of the Amazon, nearly 200 miles broad, with many forest-clad islands. Small settlements of white bungalows and palm-thatch native huts become frequent. Chapéo Virado is passed, then Mosqueiro, both riverside resorts of the people of Pará, where the ship comes to a momentary rest.

In Pará City, the traveller has the option of staying ashore or of sleeping on board. The hotel is comfortable and modern. Pará reminds the experienced traveller of the East. There are beggars showing their deformities, naked children with mops of dark hair, white towers, and tall waving palms.

One of the first places to visit is the Bosque, a public garden —an area of jungle left untouched to serve as a public park. This can be reached by motor-car or tram. Paths have been cut into the jungle, disclosing beautiful, curious, and weird sights. The frail assai mingles with the bamboo and great buttressed giants. In the middle of the Bosque is a large pond where dwells an old manatee or cow-fish, which enjoys being fed on the leaves which grow out of reach of his curious snout. This mammal is found upon many Amazonian waterways. Near by is a cave of bats, where in semi-darkness hundreds of bats, some of the vampire variety, fly restlessly within inches of the visitor's head.

Passing from the cave into sunlight one traverses the central mango avenue of modern Pará and enters the old town, where are the market and quayside, with river craft and natives, from the dark-skinned and sometimes fair-haired Caboclo to the coffee-coloured Amazonian Indian and the coal-black Barbadian negress.

A few hours up the broad river the region of the thousand islands is entered. The passage between this maze of islets is known as "The Narrows." The ship winds through lanes of yellow flood with equatorial forest within 20 or 30 yards on both sides. In the Furo Grande the vessel rounds a hairpin bend touching the trees, bow and stern. For over a hundred miles these lanes of water lead through the jungle. Natives in their dugout canoes cease paddling to gaze at the huge vessel. Families of naked children stand on platforms raised above the flood on poles.

After the Narrows, the first point of special interest is formed by the curious flat-topped mountains, on one of which stands the little adobe-and-stucco town of Monte Alegre, an oasis in the desert of forest. Santarem, a few hours up-stream, and on the opposite bank, stands at the confluence of the Tapajós River with the Amazon. The yellow Amazonian water is mottled with greenish patches from the Tapajós. By day gorgeous butterflies flit about the decks, and birds of brilliant plumage, disturbed from their siesta, cross the river or fly along the banks. At night, immense moths are attracted by the tiers of lighted decks.

Obidos is passed during the night. There the river is comparatively narrow, and for many miles little is seen except the wall of the great Amazon forest. The river shines like molten gold in the rays of the noonday sun, changing to silver when the tropical moon rises in the wake of the ship.

About nine miles from Manáos the steamer leaves the main stream and enters the Rio Negro, with blue-black water, which forms dark patches and whirlpools in the yellow Amazonian flood.

Days in the forest, at Campos Salles, Flores, and S. Raymundo, and evenings in the cafés, clubs, and bungalows, pass the time even too quickly. The chief excursion, when the height of the river permits, is to the Tarumá Falls. Motor launches are hired, lunch is taken aboard, and the way lies up the sunlit Rio Negro, and into a small tributary. Native canoes are entered, and guides lead the way through miles of flooded forest to dry land. A narrow path has been opened through the jungle, and for 30 minutes the traveller threads his way behind native guides into the heart of the forest.

BRAZILIAN EMBASSY AND CONSULATES IN GREAT BRITAIN.

RESIDENCE.	DESIGNATION.	NAME.
London	Ambassador Extraordinary and Plenipotentiary.	Raul Régis de Oliveira
(19 Upper Brook Street, W.1.)	Counsellor	Carlos Taylor.
	Secretary	Decio H. de Moura.
	Commercial Attaché ..	Sr. Julio Barbosa Carneiro.
London	Consul General	Dr. Ayres de Maya Monteiro
(Aldwych House, Aldwych, W.C.2.)	Consul	Henrique Schuler.
Belfast	Vice-Consul	John Sydney Rogers.
Cardiff	Consul	E. P. O. Bordini.
Dublin	Vice-Consul	John Geo. Fottrell.
Glasgow	Consul	Nestor de Braga Mello.
Liverpool	Consul-General	Luiz P. F. de Faro, Jr.
Manchester	Consul	George William Chester.
Southampton	Consul-General	José Pinto Guimarães.
Swansea	Consul	Antonio F. de Souza Bastos

BRITISH EMBASSY AND CONSULATES IN BRAZIL.

RESIDENCE.	RANK.	NAME.	CONSULAR DISTRICT.
Rio de Janeiro	Ambassador Extraordinary and Plenipotentiary.	Sir William Seeds, K.C.M.G.	—
	First Secretary ..	J. M. Troutbeck ..	—
	Commercial Secretary (First Grade)	E. Murray Harvey, O.B.E., M.C.	—
	Commercial Secretary (Grade 2).	J. G. Lomax, M.B.E., M.C.	—
	Archivist	T. J. F. Kenny, M.B.E.	—
Rio de Janeiro	(M) Consul-General	Charles A. Goodwin, M.B.E.	—
Rio de Janeiro	Vice-Consul ..	C. E. Gedge ..	States of Rio de Janeiro, including the Federal District, Espiritu Santo, Goyaz, Minas Geraes, and Matto Grosso.
	Vice-Consul ..	N. C. Robinson ..	
Morro Velho	Vice-Consul ..	W. Pollard	
Bahia	(M) Consul	A. H. Marlow ..	States of Bahia and Sergipe.
	Vice-Consul ..	James Rowsell ..	
Ilheos ..	Vice-Consul ..	C. H. Howe ..	
Pará	(M) Consul	F. G. Coultas ..	States of Grand Pará, Amazonas, and Maranhão.
	Pro-Consul	J. M. de Pontes Leite	
Manáos ..	(L) Vice-Consul ..	C. E. Turner ..	
Maranhão ..	(M) Acting Vice-Consul	J. J. Clissold ..	
Pernambuco ..	(M) Consul	W. R. Mackness ..	States of Pernambuco, Alagôas, Parahyba, Rio Grande do Norte, Ceará, and Piauhy.
	Pro-Consul	Luiz A. Mello ..	
Ceará ..	Vice-Consul ..	Lt.-Col. F. R. Hull	
Maceió ..	Vice-Consul ..	Kenneth C. Macray	
Parnahyba ..	Vice-Consul ..	J. G. Clissold ..	
Porto Alegre ..	(M) Consul	J. E. M. Carvell ..	State of Rio Grand do Sul.
Rio Grande ..	(M) Vice-Consul ..	Vivian Wigg ..	
São Paulo ..	(M) Consul-General	Arthur Abbott ..	States of São Paulo, Paraná, and Santa Catharina.
	Vice-Consul ..	J. C. Belfrage ..	
	Pro-Consul	M. Potter	
Curityba ..	Vice-Consul ..	W. S. Tate (Act.) ..	
Santos ..	Consul	S. C. Lawrence ..	
	Vice-Consul ..	H. McCardell ..	
São Francisco	Vice-Consul ..	Roland O'N. Addison	
Corumba ..	Vice-Consul ..	S. Quass	

A BRAZILIAN CALENDAR.

1499 Part of the coast explored by Vicente Pinzon.
1500. Coast near Bahia discovered by Pedro Alvarez Cabral.
1501. Americo Vespucci commands an expedition to Brazil.
1503. First settlement established at Bahia.
1530. Brazilian coast visited by William Hawkins.
1542. Bahia visited by Thomas Pudsey of Southampton.
1555. The French establish themselves at Rio de Janeiro.
1564–72. Vice-Royalty of Mem da Sa.
1567. French finally expelled from Rio de Janeiro by the Portuguese.
1572. Brazil divided into two Governments at Bahia and Rio de Janeiro.
1574. Negro slaves introduced.
1577. General Government re-established. First English commercial relations: opened up with Santos by John Whithall.
1617. First news-sheet founded.
1630. Pernambuco captured by the Dutch.
1662. Holland signs a treaty surrendering her claims in Brazil.
1681. First discovery of gold.
1686. Yellow fever introduced.
1727. Diamonds discovered in Diamantina. First coffee plants introduced by the French.
1762. Seat of Government transferred from Bahia to Rio de Janeiro.
1808. Arrival of the Portuguese Court, escorted by a British naval force, in Brazil.
1815. Brazil elevated to the rank of a kingdom.
1820. The opening of the Rio de Janeiro Exchange.
1822. Dom Pedro declared Emperor.
1823. Lord Cochrane appointed First Admiral of Brazilian Navy. Frees the Northern Provinces of Brazil, attacking with two ships a convoy of troops protected by thirteen warships.
1824. Adherence to the Monroe Doctrine.
1825. Independence of Brazil acknowledged by Portugal.
1831. Dom Pedro abdicates the Brazilian throne.
1847. First German colonists arrive.
1849. Rosas proclaims war against Brazil.
1851. The Royal Mail Steam Packet Company begins its service.
1853. First railway travelling accomplished near Rio.
1858. First section of Central Railway of Brazil inaugurated.
1870. Treaty of Peace with Paraguay. State-aided immigration begins.
1874. First South American cable laid between Pernambuco and Lisbon.
1888. Slavery abolished. Extension of coffee planting.
1889. Republic proclaimed. General Deodoro da Fonseca elected first President.
1891. The Constituent Assembly promulgates the Federal Constitution.
1893. Compulsory education enacted.
1895. The coffee boom.
1903. Treaty of Limits with Bolivia; cession of the Acre to Brazil.
1905. Crisis in coffee trade.
1906. Coffee valorization instituted in São Paulo. São Paulo Agency of Colonization and Labour founded. Caisse de Conversion opened.
1909. Permanent Arbitration Treaty with Great Britain.
1910. Exchange fixed nominally at 16d.
1924. Insurrection in São Paulo. Visit of British Financial Mission.
1929. British Economic Mission to Brazil.
1931. Prince of Wales visits Brazil.
1932. Revolt of São Paulo.

British Guiana

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COMMUNICATIONS:—The Colony is served by the following lines of steamers:—From Great Britain—Harrison Line, Booker Line. From the Continent of Europe and English Ports—Royal Netherlands Steamship Company, French Mail Steamers; Elders and Fyfes (by transhipment at Trinidad). From Canada—Canadian National Steamships, fortnightly passenger sailings, fortnightly freight sailings, thus giving a weekly service to Demerara, and the Ocean Dominion Steamship Corporation, fortnightly sailings, freight only. From the United States—Trinidad Line (fortnightly service), Aluminium Line (freight only). From British India—Nourse Line.

For a complete List of the Local and Other Business Announcements appearing in this volume, see the "Index to Advertisers."

BRITISH GUIANA.

Georgetown, chief town, port and capital of British Guiana, is situated at the mouth of the River Demerara on the right bank. It extends two miles along the river front and has a depth of about a mile. Its population is 62,000 (1,000 white), or roughly one-fifth of the total population of the colony. The climate is almost sub-tropical, with a mean temperature of 80·5° F. The streets are arranged upon the block system and planted with trees.

Approaching from the sea little of the town is visible owing to the belt of trees, for the alluvial flat on which the town stands is below high-water mark. The masts of the wireless station, the Gothic tower of the Stabroek Market, and the twin square towers of the Church of the Sacred Heart can be seen. Entering the river many of the chief buildings become visible and their whiteness gives an impression of cleanliness and brightness which is accentuated by the foliage.

Most of the buildings are of wood and some of them are of a high order of architecture. The principal public buildings are the Town Hall; the Anglican Cathedral; the Roman Catholic Cathedral; the Stabroek Market, a large iron structure with an imposing clock tower; the Public Buildings in which are housed the Government offices and Court of Policy Hall; the Victoria Law Courts; the Georgetown Club with the Assembly Rooms, and several churches.

The city is lit with electricity and has a telephone service. On the outskirts are numerous cricket, football and tennis grounds. The Georgetown Cricket Club, with its pavilions and club-rooms, has perhaps the finest cricket ground in the tropics. There are several open spaces and promenades, and two golf courses, one in Georgetown, and another five miles away in the country.

The Botanic Gardens have the finest collection of palms in the world, as well as orchids, and ponds of Victoria Regia and lotus lilies. The shrubberies are the haunt of thousands of birds. The Sea Wall is the rendezvous of all classes and is visited for the sake of the sea breezes. The broad esplanade leads to a motor road running 1½ miles to Kitty village.

The East Indian depots in Water Street have a fine assortment of the beaten brass-work commonly known as Benares ware. Here may be bought gold and silver coolie jewellery, and knick-knacks.

Among the available souvenirs are parrots, stuffed alligators, fragrant kus-kus grass, guava jelly, cassava cakes, and aboriginal Indian curios, such as bead aprons, bows and arrows, blowpipes, basket work, and bright plumed head-dresses, purchasable in Stabroek Market, Georgetown. Indian curios can be obtained from pedlers, who buy a stock in the Bush, and hawk their articles about Georgetown. These itinerant salesmen visit the hotels and boarding houses. The most interesting method of collection is to go into the Bush amongst the aborigines. G

Hotels :—Park (40 beds), $4-5 ; Tower (40 beds), $4 ; Victoria (21 beds), $2.50-5 ; Demerara Ice House (18 beds), $2.50–3 ; Regent (21 rooms), $2.50–5 ; Sea View (8 rooms), $4.50–9.

Motor-Cars :—Bookers' Garage, The Gaiety Garage, de Nobroga's Garage, Main Street Garage, Wong's Garage, Orange Walk Garage.

Local Steamers :—Sprostons, Ltd. ; Colonial Transport Service.

Ferries :—Government steamers across the Demerara River between Georgetown and Vreed-en-Hoop every hour. Fares, first-class 7d., second class 4d.

Trains :—(1) Leave Georgetown at 8 a.m. daily (except on Sundays), due at Rosignol (for Berbice) at 10.55 a.m., leave Rosignol at 7 a.m., due at Georgetown at 9.56 a.m.

(2) Leave Georgetown at 7.15 a.m. and 2 p.m. for Mahaica, returning to Georgetown at 10.34 a.m. and 5.28 p.m.

(3) West Coast Railway from Vreed-en-Hoop to Parika connecting with Colonial Government steamers for Supenaam, Adventure, Leguan, and Bartica (*Hotel Moderne*).

Air Services :—See under Air Section.

New Amsterdam, capital of Berbice, the most easterly district of British Guiana, is on the right bank of the Berbice River, near its mouth. It is 63 miles south-east of Georgetown, whence there are daily trains to Rosignol, on the left bank of the river. The population is 8,000. The foliage lends the town a picturesque air. Good roads and water, modern sanitation, and electric light.

Hotels :—Hikels (8 beds), $3.00 ; Strand (6 beds), $3.00 ; Blairgowrie (8 beds), $3.00.

Rockstone is on the right bank of the Essequebo River, above the rapids. It can be reached by launch up the river, but the rapids have to be negotiated. A road has been built from Bartica, on the Essequebo River, to a point 100 miles south, connecting again with the river at Butukari and thus avoiding the rapids. Launches ply up-river and along the Potaro to the Tumatumari cataract, en route for Kaieteur Falls.

Hotel :—Rockstone.

Springlands, near the mouth of the Corentyne River, and **Morawhanna** on the Waini River, near the Venezuelan boundary, are small ports frequented by sailing vessels.

PHYSICAL FEATURES.

The Colony of British Guiana, the only British Possession in the South American continent, lies between the first and ninth degrees of north latitude and the fifty-seventh and sixty-first degrees of west longitude. The seaboard, roughly 270 miles, extends from near the mouth of the Orinoco River on the west to the Corentyne River on the east. The Colony is bounded on the north by the Atlantic Ocean, on the south and south-west by Brazil, on the east by the Dutch Colony of Suriname, and on the west by Venezuela. It is divided into the three counties of Essequebo, Demerara, and Berbice. The area is approximately 90,000 square miles, of which only 198 along the coast and up the rivers are cultivated. The word Guiana is derived from the Indian, and means watered country.

The Colony is about the size of Great Britain, with a coastal region of about 30 miles in depth, representing the agricultural area ; an intermediate area of about 100 miles wide containing the chief mineral and forest resources, and a hinterland of mountains and savannahs. Forests cover nearly nine-tenths of the area.

The **rivers** all flow to the Atlantic. The Essequebo, draining more than half the country, has for tributaries the Mazaruni, Cuyuni, Potaro, Siparuni, and Rupununi. The Corentyne, the second in size, forms the boundary with Dutch Guiana. The Berbice, navigable for 50 miles, is 3 miles wide at its mouth. The Demerara, commercially the most important, has sufficient depth at the bar to admit vessels to Georgetown. The Pomeroon, Waini, and Barima Rivers are all navigable for 40–50 miles.

The **climate,** although hot, is not unhealthy. The mean temperature throughout the year is 80·5° F., the mean maximum being about 87° F. and the mean minimum 75° F. The heat is greatly tempered by cooling breezes from the sea and is most felt from July to October. There are two wet seasons, from the middle of April to the middle of August, and from the middle of November to the end of January. The annual rainfall averages about 93 in. in Georgetown.

The **population** (1931) is estimated at 313,619, of whom approximately one-fifth are town dwellers. Europeans form rather less than 5 per cent. of the population. The East Indians number 131,919, and negroes 124,838. There are about 8,600 Portuguese, 8,300 Aborigines, 3,000 Chinese, and 124,800 of mixed race. The birth-rate is 31.4 per thousand, and the death-rate 21.8. Over 28 per cent. of the population is occupied in agriculture. About 30 per cent. are illiterate.

COLONIAL HISTORY.

The Colony was first partially settled between 1616 and 1621 by the Dutch West India Company, who erected a fort and depot at Fort Kyk-over-al (County of Essequebo). In 1624 a settlement was founded on the Berbice River by Van Peere, a Flushing merchant. The first English attempt at settlement was made by Captain Leigh on the O'apock River (now French Guiana) in 1604. The effort, though followed up by Robert Harcourt in 1613 and 1627, failed to establish a permanent settlement. Lord Willoughby, famous in the early history of Barbados, founded a settlement in Suriname in 1663, which was captured by the Dutch in 1667, and ceded to them at the peace of Breda in exchange for New York. The Dutch retained their hold on the three colonies with more or less firmness, now yielding to England, now to France or Portugal, till 1796, when, during the war of the French Revolution, they were captured by a British Fleet sailing from Barbados. The territory was restored to the Dutch in 1802, but in the following year was retaken by Great Britain, and finally ceded to that Power in 1814.

ADMINISTRATION.

A new Constitution came into force on July 17, 1928, superseding a form which descended from the Dutch occupation. An Order-in-Council under the British Guiana Act of 1928 defines the position. The former Court of Policy and the Combined Court have been abolished, and a single Legislative Council instituted. This body may consist of nineteen unofficial members (fourteen elected and five nominated), and of 10 official members. A property qualification is imposed, and females and ministers of religion, while ineligible for

election to the Council, remain eligible for nomination. In the last resort the Executive Council, consisting of the Governor and ten members, possesses overriding powers. Illiteracy is a bar to the suffrage, and there are stringent regulations against bribery and corrupt practices.

The judicial system includes Stipendiary Magistrates' Courts to dispose of minor cases, civil and criminal; a Supreme Court of one Chief Justice and two puisne judges with original criminal and civil jurisdiction, as well as powers to act on appeal from the lower Courts. Recourse may be had in certain conditions to the West Indian Court of Appeal, and ultimately to the Privy Council.

The common law of England has been the common law of the Colony since January 1, 1917. The commercial law regarding companies, bankruptcies, bills of exchange, patents and trade-marks follows the English model. Conveyances of land are made before a judge and after advertisement.

GOVERNOR AND COMMANDER-IN-CHIEF: Sir Edward Denham, K.B.E., C.M.G.

AGRICULTURAL RESOURCES.

The cultivated area, of some 155,000 acres, is chiefly under the crops named below:

Sugar is the main crop, and sugar growing on the alluvial coastal plain has at all times been the staple industry. The sugar soils are below sea-level and are drained by canals and sluices, or on some estates by pumps. The soil is a mixture of clay, sand, and silt, with, in some districts, a black layer of peaty "pegasse." The land is worked manually with shovels, forks, hoes and cutlasses, and new cane becomes ready for cutting in fourteen to sixteen months.

Sugar, molasses, and rum constitute in value 60 per cent. of the exports of the Colony. About one-third of the wage-earning classes are directly employed in it, and probably over half the total population is dependent upon it. There are 20 sugar factories, 5 with outputs of over 10,000 tons.

Cane is grown chiefly upon estates of 1,000–2,000 acres, although one property exceeds 7,000 acres. The area planted is 61,000 acres. Small farming is carried on by peasant proprietors on the East Coast. The crop in 1931 amounted to 126,143 tons, and in 1932 to 148,634 tons. Local consumption is about 7,000 tons.

The estates produce "dark" or vacuum pan crystals for refinement abroad, the Demerara brown sugar, familiar in the United Kingdom, and a little white sugar. Rum and industrial alcohol are distilled, second molasses is exported, and molascuit cattle food is manufactured. Upon the estates, houses and medical service are supplied for the use of the workers, and in some instances tramways to convey them to the fields. Exports:—

	1930.	1931.	1932.
Sugar, tons	114,542 ..	119,946 ..	137,075
Molasses, gallons ..	3,851,337 ..	7,106,997 ..	7,554,520
Rum, Proof ,, ..	846,317 ..	722,074 ..	645,350

Rice is planted in the coastal districts on 77,000 acres, of which 10,500 acres yield both spring and autumn crops. East Indian immigrants grow rice with too little attention to seed selection,

planting out, irrigation, and drainage, so that the yield is probably less than half the attainable average. The mill equipment is primitive, and, although the Colony is the chief rice-growing country in South America, its opportunities are far from fully exploited. The Government is now supplying growers with pure and more prolific varieties of seed, and a British Guiana Rice Marketing Board has been formed to control exports. A report on the cultivation, treatment, and prospects of rice in British Guiana was published by the Empire Marketing Board in 1930. Exports: 1930—22,480 tons; 1931—23,631 tons; 1932—28,505 tons. Production: 1932—57,325 tons; 1933—59,359 tons.

Coconuts take about ten years to come into bearing. The production is estimated at 17½ million nuts per annum, and about one-third of the crop is consumed locally. Nearly the whole of the remainder of the produce is exported in the form either of oil or copra. Exports, 1931: Nuts, 1,494,195; copra, 1,380 tons; coconut oil, 20,742 gallons. 1932: Nuts, 962,364; copra, 757 tons; coconut oil, 19,048 gallons.

Coffee is grown upon 4,657 acres in Demerara and Essequebo. The Liberian thrives better than the Arabian type. The Pomeroon and North-west Districts yield good returns, and are capable of considerable expansion. Exports, 1930—367,261 lb.: 1931—795,489 lb.; 1932—1,052,451 lb.

The **cacao** is of the Criollo and Forastero varieties, and the bulk is consumed at home. About 1,400 acres are planted, but a much greater area is suitable for the crop.

Limes grow well on the lighter soils. The area planted is about 800 acres. Citrate of lime, lime juice, and essential oil are exported.

Fruits include oranges, grape fruits, and citrons; "Buxton Spice" and other mangoes; pineapples and bananas. Labour conditions and the quality of the coastal soil militate against large development of the banana trade. A Banana Producers' Association has now been formed and small consignments of fruit sent abroad. Experimental stations are being opened under Government auspices, and a company has been registered to develop fruit growing and canning.

Maize thrives upon well-drained soil as soon as the bush is cut and burnt. Plantains, cassava, corn, yams, sweet potatoes, tannias, and eddoes are cultivated for local consumption. Export of plantains in 1932: 65,186 bunches.

Rubber is planted on about 1,600 acres, and *Hevea brasiliensis* grows vigorously in well-drained river valleys and on the lower slopes of hills. The plants are subject to the leaf disease, and take five years to mature. Exports, 1931—5,550 lb.; 1932—nil.

Cattle are raised in small herds in the coastal area by East Indian settlers, and in large numbers upon a few ranches. Cattle from the savannahs of the Rupununi hinterland are driven into Georgetown over a 150-mile trail. Wide areas of pasture land 500 ft. above sea-level, and suitable for cattle, remain in the south. A meat packing plant was established in 1929. About 5,000 hides are exported annually.

The number of cattle was returned at 125,956 in 1931, inclusive of 29,161 in the savannahs of the hinterland.

Fibres :—Perennial tree cotton was formerly exported. Experiments have been made to discover a cotton plant giving a good yield and suitable for the coastal lands. Kratta fibre prepared from a wild pineapple is cultivated by the aborigines for cordage. Sisal hemp can be grown on the coast. A jute substitute, *Malachra capitata*, has been planted in the north-west district.

Timber :—A Forestry Department staffed by highly qualified men began operations in 1925 under a Conservator of Forests. The Colony is the only recognized source of **greenheart** (*Nectandra rodioei*), a variety of laurel wood, stronger than teak, offering great resistance to the attacks of the teredo worm and of white ants. The timber is used to make lock gates, piers, hulls, and keels of ships, apart from its uses in making fishing rods and billiard-cue butts. The wood has a specific gravity of from 1·08 to 1·23.

Other valuable timbers are mora, used as railway material, wallaba, marabukea, kakeralli, and purple heart. Large reserves of timber exist close to deep water, apart from the resources of the undeveloped North-western District. These are expected to improve in value in view of the demand for hardwoods.

There are twenty-two power sawmills and five woodworking factories. The forest area exceeds 78,000 square miles. Exports :—

	1930.	1931.	1932.
Timber, cubic ft. ..	181,206	194,233	178,237
Lumber, ft. ..	175,204	247,426	142,426
Shingles, No. ..	1,587,250	892,650	1,283,100
Charcoal, bags ..	52,383	59,317	69,786
Railway Sleepers, No.	3,375	3,325	13,695
Firewood, Wallaba, tons	11,795	12,370	13,214

Balatá trees occur sporadically over the whole Colony. They are most abundant along the Upper Berbice, and between the Demerara and Essequebo rivers, where they are tapped in the forests. Some of these sources are difficult to get at, but the collection and coagulation of latex have been continued for more than sixty years In quality, it compares favourably with the balatá of French Guiana, and is extensively used in Great Britain in electrical work. Exports, 1930—995,459 lb. ; 1931 —765,475 lb. ; 1932—638,316 lb.

MINERAL RESOURCES.

Diamonds are obtained from alluvial deposits ; the output varies somewhat with the rainfall and has decreased largely since 1925. Exports : 1930—102,851 carats ; 1931—65,551 carats ; 1932—57,069 carats.

The diamonds are of excellent quality and rival Brazilian first-water stones. The small size of the stones has discouraged systematic exploitation, but the average is now about 7·3 to the carat Stones of one to six carats are plentiful ; others of 36, 38, and 48 carats have been found.

The chief source is in the Mazaruni valley, about 130 miles from Georgetown, but diamonds are also found in the Potaro, Cuyuni, and Puruni rivers. The journey from Georgetown to the diamond fields is made mostly by motor-boats, and is somewhat hazardous.

Gold is recovered chiefly by dredging. The output fluctuates with the supply of water, falling in years of drought. The gold

bearing belt traverses the country north-west and south-east for a distance of 250 miles by a width of 75 miles. This belt has only been worked intensively in the north-western and the Potaro–Essequebo districts. Exports : 1930—5,057 ozs. ; 1931—16,519 ozs.; 1932—19,988 ozs.

Most of the gold is alluvial, and nuggets a few dwts. to a few ounces in size are common ; the largest nuggets have been one of 333 oz. from the Five Stars District, Upper Barima River, and one of 111½ oz. from Tiger Creek, Potaro.

Valuable and extensive deposits of exceptionally high grade **Bauxite** exist in easily accessible locations. Operations to develop part of these were commenced in 1914 by the Demerara Bauxite Company, an offshoot of the Aluminium Company of America. Plant and equipment to a value of about £1,000,000 have been erected. The output during 1931 was 127,473 tons. This places British Guiana in the forefront of bauxite-producing countries. The British and Colonial Bauxite Company –an offshoot of the British Aluminium Company has taken up a large area. Exports, 1930—119,616 tons ; 1931—125,095 tons ; 1932—64,887 tons.

IMPORTS AND EXPORTS.

	1929.	1931.	1932.
TOTAL EXPORTS	$11,917,239	$9,650,220	9,991,956
TOTAL IMPORTS	$10,635,431	$7,656,985	6,980,104

INDUSTRIAL DEVELOPMENT.

The following is a list of industrial establishments and manufactories in British Guiana :—

	No. of Establishments.		No. of Establishments.
Sugar Factories	24	Cigar Factory	1
Aerated Water	30	Saw Mills	24
Rice Mills	154	Woodworking Factories	10
Confectionery	2	Electric Car Co. ..	1
Butter and Cream ..	1	Match Factories ..	2
Foundries and Machine Shops	12	Biscuit Factories ..	2
		Steam Bakeries ..	2

THE NORTH-WEST DISTRICT.

The undeveloped district between the Pomeroon River and the Venezuelan boundary, consisting of 10,000 square miles, peopled by 11,000 persons, of whom one-half are aborigines, is almost entirely uncultivated. A small area is cultivated by Indians near Morawhanna (Waini River).

The tract immediately south of that point contains primary forest, and hills up to 500 feet, with fine loamy soils on which many kinds of citrus, bread fruit, cacao, coconuts, coffee, pineapples, bananas, vegetables, and maize grow profusely. The country is apparently suited for grain, vegetables, dairying, and pig farming. The water is good, the soil rich, the climate healthy, and there are natural waterways leading to a river with depth sufficient for ocean-going ships.

INTERNAL COMMUNICATIONS.

Rail Communication :—There are two lines of single-track **railway,** both of which have been acquired by the Government. One line runs from Georgetown along the east coast of Demerara for 60½ miles to Rosignol, diagonally opposite to New Amsterdam. The other runs along the west coast of Demerara for 18½ miles, starting at Vreed-en-Hoop on the left bank of the Demerara River and ending at Parika, opposite the Island of Leguan, in the estuary of the Essequebo River.

River Transport :—The Colonial Transport Department operates : (1) Ferries across the Demerara, Berbice, and Essequebo rivers ; (2) A steamer service from Georgetown to Morawhanna and Mabaruma, on the Barima and Aruka rivers, N.W. District ; (3) Georgetown to Adventure on the Essequebo coast ; (4) Georgetown to Bartica at the junction of the Essequebo, Mazurini, and Cuyuni rivers ; (5) Georgetown to Pickersgill and other stations on the upper reaches of the Pomeroon river ; (6) Parika to Adventure and Bartica ; (7) New Amsterdam to Paradise, 110 miles up the Berbice river ; (8) Also launch services from Charity on the Pomeroon river, up and down the river, and also to Acquero on the Moruka river ; and from New Amsterdam to Ilkuruwa, up the Canje Creek. The department also runs a long service from Georgetown to Potaro *via* Bartika.

Messrs. Sprostons, Ltd., operate a steamship service between Georgetown, Wismar on the west bank, and MacKenzie on the east bank of the Demerara river. The company also runs sailing craft between Georgetown and New Amsterdam.

Roads to a total length of 272 miles, and of a fair motoring surface, extend along the coastlands from Skeldon on the Corentyne river to Charity on the Pomeroon river, and also for short distances along the lower reaches of the important rivers. Communication elsewhere is usually by water, but some roads and paths run into the interior, as follows :—

North-West District :—Between Arakaka on Barima river and Towakaima on the Barima river, 29 miles, with branch line to Five Stars, 17 miles ; from Barima river, opposite Morawhauna, to Waniana Creek, 11 miles, eight suitable for motors.

Potaro District :—Between Tumatumari and St. Mary, Konawuruk, 15 miles ; Potaro Landing and Minnehaha, 19½ miles, with connecting trail from the 6 mile post on the former to 10 mile post on the latter

Essequebo District :—A road is open from Bartica, on the Essequebo, to Kaburi, on the Mazaruni, a distance of 78½ miles. There are trails from Kaburi to Potaro Landing (32 miles). The Tiboku Road from the Bartika-Kaburi Road at 76½ miles to a point above the Tiboku falls is open. It eliminates the many waterfalls of the Mazaruni River and taps rich gold and diamond areas in the hinterland. The Government maintans a cattle trail, 182 miles long, from Takama, on the Berbice River, to Annai, on the Rapununi River, with a branch to Arakwa, opposite Wismar.

Omnibuses operate on all the roads of the Colony and provide a cheap if somewhat unreliable mode of transport.

Currency :—Bank accounts are kept in dollars and cents. Sterling and U.S. gold are both current and both legal tender. There is a local paper currency of the face value of $1 and $2.

Weights and Measures :—Imperial weights and measures are used.

POSTS AND TELEGRAPHS.

Postal Rates :—Local Letters—

First oz.	2 cents.

Letters (Abroad)—

To the British Empire—	
First oz.	4 cents
Foreign Countries and United States—	
First oz.	6 cents.

Air Mail from Great Britain—

First half-oz.	1s. 9d.
Each additional half-oz.	1s. 9d.

Telegrams—

For 12 words or less	18 cents.
Every additional 6 words or part	6 cents.

Wireless : The Georgetown Wireless Station is in communication with ships at sea and neighbouring points. Five sub-stations are maintained in the interior.

There is regular communication with the United Kingdom, Canada, the United States of America and the West Indies, and to Dutch and French Guianas. The principal lines calling are the Harrison Direct Line, the Trinidad Line, the Royal Netherlands West India Mail, the Compagnie Générale Transatlantique, the Canadian National Steamship Co. ; the Ocean Dominion Steamship Corporation, the Aluminium Line, British Molasses Steamship Co., the Munson Steamship Line, and the Dutch Government steamers from Suriname.

Press :—The newspapers published at Georgetown are : " The Daily Chronicle," founded 1834, " The Daily Argosy," and " The New Daily Chronicle."

The Georgetown Chamber of Commerce issues a monthly " Commercial Review."

PUBLIC HOLIDAYS.

January 1 : New Year's Day.
May 24 : Empire Day.
Easter : Good Friday, Saturday, Monday.
Whit Monday.
June 3 : King's Birthday.
August : First Monday.
November 6 : Peacemaker's Day.
December 25 and 26.

SIGHTS AND SCENES.

The **Kaieteur Falls,** in the heart of tropical British Guiana, rank with the Niagara, Victoria, and Iguazu Falls in majesty and beauty, and are nearly five times the height of Niagara. These falls, with a sheer drop of 741 ft., pour their water over a channel nearly 300 ft. in width.

A new road was opened in 1933 which extends 100 miles through the forest from Bartica on the Essequebo River to Garraway's Stream on the Potaro River, where a suspension bridge—the first in the Colony - has been thrown across the Potaro. The intention

is to continue the road to the Kaieteur Falls, thus bringing them within easier reach from Georgetown. The road as it is now considerably shortens the journey, which was formerly done by river, and also eliminates several of the smaller falls and rapids which had to be negotiated. From the Potaro the journey is by boat to Tukeit, passing Amatuk waterfall and Waratuk cataract on the way. After leaving Tukeit there is a climb to the top of the Kaieteur.

Costumes of the Country :—The population includes English, Portuguese, East Indians, Chinese, Africans, mixed races and aboriginal Indians. A section of the immigrant races have kept their national dress, and many varieties of picturesque costume are seen.

The East Indians, or coolies, form the bulk of the agricultural labouring population, and work on the sugar estates, cocoa and coffee plantations, and rice fields. Some are found scattered in the bush, where they convert forest glades into profitable market gardens. The Indians, as a whole, are of fine physique and good looking. The men wear cream loin-cloths ; white, magenta or saffron shirts, white or coloured turbans, or a bespangled velvet cap, and silver bangles. The women wear short cotton skirts and embroidered boleros, coloured handkerchiefs round their heads, and gold and silver ornaments.

The springtime festivals of the Indian population are worth seeing. The pagwa involves anointing with a magenta-coloured dye. The Tadja -a Mussulman celebration—is held in February on the sugar estates, and is an occasion of great merry-making.

Guidance for Commercial Travellers.

Commercial travellers are required to produce to the authorities any certificates or powers of attorney from the firms they represent.

Commercial travellers may obtain a permit for the importation into the Colony of any articles which the Comptroller of Customs is satisfied are bona fide samples, either by depositing the amount of duty payable or by means of a written guarantee.

Commercial travellers not holding a trade licence cannot dispose of their samples themselves, but it is customary, in lieu of the payment of duty, to facilitate the dispatch of business by accepting a guarantee for reshipment of the samples from a well-known member of the mercantile community. In such cases a traveller may dispose of his samples through the medium of his guarantor.

British Honduras

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Communications : Harrison Line ships from Liverpool call at Belize about once in every six weeks. The United Fruit Company runs a service once a fortnight between Belize and New Orleans, and once a month between Belize and New York. Canadian National steamships provide a fortnightly service between Belize and Kingston, Jamaica, connecting with the Bahamas, Bermuda, and Canada. There is regular and frequent communication with neighbouring republics.

Belize, the capital, is 4,700 miles from London, and transit occupies 13 days via New York and New Orleans, or 18 days via Jamaica. It is three days' steaming from Jamaica and New Orleans, and nine from New York. The town is approached from the sea by a narrow tortuous channel between reefs which afford a natural shelter for vessels in the harbour. Steamers have to lie off from the shore one to four miles, according to their draught. Green islands fringe the coast and coco-palms wave over high roofs and broad verandas. Sea breezes cool the air of the coastal belt and high tides wash the mangrove swamps and purify them. The climate is on the whole healthy, and during the trade winds Belize is pleasant. The district is malarial, for it is swampy, without natural drainage, and dependent on rain for the water supply. The screening of water vats, barrels, and other containers is not thoroughly effective, and for a permanent solution an adequate pipe water supply and the raising of the low-lying parts of the town is required. The houses are mostly set in small gardens. The river with its busy fleet of native boats makes an interesting scene. There are golf, tennis and polo clubs in Belize, and a Jockey Club. Population,

14,000. A road is being built to Cayo (open to motor traffic to near Churchyard).

Belize is the nearest deep water port to the districts of Peten (Guatemala) and Quintana Roo (Mexico), and is the port from which most of their produce is exported.

Hotels :—Palace and various boarding houses.
Air Services :—See under Air Section.

Baranco, near the Guatemalan boundary, is a source of superior pineapples. The village is a purely Carib settlement.

Benque Viejo, on the western branch of the Old River, 9 miles above El Cayo, is within a mile of the western frontier. The river is a series of rapids, but there is a motor road into El Cayo over which the chicle gum of the Peten district is largely transported. Population, about 1,000.

Corozal, the second most important town, is 90 miles from Belize, and eight from the Rio Hondo, or Mexican border. The local products are sugar, rum, corn, and coconuts. The town is open to the sea, and swept also by winds from the Mexican highlands. A number of good roads radiate from it. There is electric light and an ice factory. Population, 2,700.

El Cayo (or San Ignacio), on the eastern branch of the Old, or Belize, River, is 135 river miles from the capital, or 65 miles in a direct line. The road between the two places is possible on horseback at all seasons, and on bicycles during the summer. The river, broken by numerous rapids and falls, requires the use of specially enclosed motor-boats which make the trip in from 2 to 7 days, according to the season. The inhabitants are Indians, Creoles, and Syrians, and a considerable trade is done with the Peten district of Guatemala. The summer heat is trying despite the altitude (700 ft.), but the town is healthy and has good bathing facilities. The town makes a convenient point of departure for the open Pine ridge area. The Mayan remains at Xanantunich rank in interest with those of Lubaantun.

Orange Walk, the chief town of its administrative district, is up-river from Corozal, or 58 miles by road from Belize. It has some 1,200 Spanish, Creole, and Mayan Indian inhabitants, whose living is got from timber, sugar planting, general agriculture, and chicle bleeding. A district trade is done with Mexico.

Punta Gorda, the port of the Toledo District, has a preponderantly Carib population of about 1,000. The rainfall is heavy and the climate humid. The coast here, about 10 feet above sea-level, is fringed with coconut palms. Main industries : Sugar, cattle and pigs.

St. George's Cay, a picturesque little island 10 miles north-east of Belize, is much used as a week-end resort. There is good bathing, fishing, and boating. A former capital, it was the scene of the battle of 1798, which established the British possession.

Stann Creek, 33 miles south of Belize, is in a fertile territory exposed to the trade winds, with good water. The local products are bananas, citrus fruit, and general food crops. The pier at

Commerce Bight, one mile south, is available to vessels drawing 14 or more feet, and stands at the head of a 25-mile railway line. Piers (now almost unusable) for steamers exist also a few miles southward at All Pines and Riversdale.

PHYSICAL CHARACTERISTICS.

British Honduras lies on the Atlantic side of the mainland of Central America within 15° 53′ and 18° 30′ North latitude and 88° 10′ and 89° 9′ West longtitude. It is bounded by the river Hondo and Yucatan on the north; by a straight line drawn from Gracias a Dios Falls on the River Sarstoon to Garbutt's Falls on the Belize River, thence north to the Mexican frontier on the west; by a portion of Guatemala with the River Sarstoon on the south; and by the Bay of Honduras and the Caribbean Sea to the east. Its greatest length is about 174 miles and width about 68 miles. The total area is 8,598 square miles. The Colony is larger than Wales and slightly smaller than Palestine. It is divided into six Districts: Belize, Corozal, Orange Walk, Stann Creek, Cayo, and Toledo. Numerous islands or cayes off the mainland are inhabited by fishermen, and on others coconuts are grown, but many are uninhabited swamps. The more important are Turneffe, Ambergris, Caulker, St. George's, and English Cay.

Earthquakes are unknown. A large part of the interior is unexplored.

The mainland is low and swampy near the coast, but rises inland. The northern half of the Colony is generally flat, but in the south hilly and mountainous, rising in the Cockscomb range to a height of 3,700 ft. The country is well watered, and its many rivers provide the chief means of communication. The soil, other than swamp and pine ridge, is fairly rich and with proper treatment productive. In natural respects a close resemblance is found with British Guiana.

Although the **climate** is reputed to be unhealthy it compares not unfavourably with that of other tropical countries. Europeans leading a normal life and taking common precautions find the climate pleasant and healthy. The death-rate is 36.72, the birth-rate 36.7, but infantile mortality is 138.9 per thousand.

The north-east trades blow throughout the summer, with heavy south-east winds in October, and north winds which reduce the depth of water along the coast by 2 feet from November to February. The mean temperatures at Belize show a range within recent years of 75°–89° F.; maximum shade temperature of 88°–97°, and minimum of 51°–65°; with rainfall between 42 and 131 inches. Malaria is prevalent, but yellow fever is under effective control.

The dry season is due about the end of March and the wet season about the end of May. The characteristic **soils** of the Colony are the Cahoon ridge (vegetable alluvium along the river valleys), the Pine ridge (sandy tracts covered with pine, scrub, and wiry grass), and Broken ridge (intermediate between these two). Besides these there are swamp, savannah, and mountain.

Forests occupy 4,000,000 acres, or more than two-thirds of the whole. About 2,500,000 acres are classified as workable high forest, inclusive of mahogany, and 1,500,000 as pine forest.

The residue of 1,000,000 acres is swamp, lagoons, rivers, inaccessible hill land, or cultivated land.

The chief **rivers** are in the north, and run north-easterly, the Belize reaching the sea on the east and the Hondo and the New River on the north. South of Belize there is the Sibun River and certain less important streams. The River Sarstoon forms the boundary with Guatemala.

The **population** is estimated at 52,139. The great bulk of the population is made up of English-speaking peoples of mixed negro and white blood, with a certain admixture of Spanish from Mexico and Guatemala. There is every degree of colour, but the total number of residents of unblemished white stock is certainly not in excess of 200, men, women, and children.

Fauna :—Snakes abound in the forest and alligators in the rivers and lagoons. Wild turkey, curassow partridge, quail, curlew, pigeon, snipe, duck, teal and herons are plentiful, and good quail shooting is to be had in the Pine Ridge. The puma, jaguar, tapir, peccary, armadillo and deer are typical animals. Tarpon, including certain rare species, are got in numbers round the coast. Sharks are plentiful in the coastal waters.

Natural Beauties.

The course of the Manatee River in the south of the Belize District is marked by wonderful caves with stalactites of great beauty. One of the most notable caves extends for some distance under the hill Ben Lomond.

The Falls of Roaring Creek, upon the Old, or Belize, River are audible for miles. The falls are not of a size commensurate with their sound, but are undeniably picturesque. The banks on either side of the creek are steep and high, and clothed in delicate and profuse vegetation.

The Cayes, or coral islets, which fringe the coast, are used by holiday campers from February to May, and also in August. There are bungalows to be hired cheaply, and unlimited fish to be caught. The innumerable Cayes have an estimated total area of 160 square miles, and are picturesquely named, e.g. Hut Caye, Blackadore Caye, Caye Caulker, Hen and Chicken, the Triangles and Laughing Caye. Not all are habitable.

Mayan Remains.

Lubaantun, in the south of the Colony, 60 miles by sea and river and 25 miles by road from Punta Gorda, can be reached in one day by dorey and outboard motor or riding. The ruins of the ancient Mayan city upon this site have been scientifically explored. The "Citadel" amphitheatre, described by Dr. Gann as at once a fortress, theatre, and religious centre, could seat 10,000 persons.

Ruins, mounds, and relics of the period 3000 B.C.—A.D. 1700 are scattered over wide areas in the central Cayo District, as well as in the south. Many are encumbered by vegetation, but access to their region is rendered comparatively easy by the rivers and lagoons. The Indians, even of the remote settlements, are peaceable, and labour for excavation is fairly easily hired.

A BRITISH HONDURANEAN CALENDAR.

1638. First British inhabitants shipwrecked on coast.
1662. British logwood cutters settle.
1670. Colony ceded to England by Spain.
1765. Constitution granted by the King.
1774. Attempt to make the Colony a convict station.
1777. Church of England established in the Colony.
1779. Attack by Spanish forces, British subjects imprisoned and deported.
1783. Treaty of Versailles; British occupation reaffirmed.
1784. Colony handed over by Spain.
1798. Battle of St. George's Caye, "the Pork and Dough Boys' War," and defeat of Spaniards by Field-Marshal O'Neil.
1803. Fort George erected at Belize.
1814. Government House, Belize, erected.
1834. Slavery abolished.
1843. First steamer built in Honduras.
1861. First census; population 25,635.
1865. Introduction of postage stamps in British Honduras.
1871. Constituted a Crown Colony.
1881. First newspaper established
1884. Detached from Jamaica.
1892. New constitution proclaimed.
1903. Bank of British Honduras established at Belize.
1906. Belize streets electrically lighted.
1914. Extradition Treaty with Guatemala
1915. Radio station opened at Belize; War contingent sent to Britain
1922. Forestry Department instituted
1926. The Baron Bliss Bequest.
1931. Hurricane destroys Belize.

COLONIAL HISTORY.

It is probable that Columbus discovered the coast about 1502, when on his way to Cuba to find a passage to the Indies. It is said that Cortés passed through the western part of the Colony on his expedition to Honduras in 1524. But long before the Christian era—possibly 5,000 years ago—the inhabitants of this part of the world were sufficiently civilized to have an exact system of chronology.

The Spanish name for the Colony, "Belice," *anglice* Belize, suggests derivation from French "balise" or beacon. An alternative supposition attributes the word to a corruption of Wallace or Willis, the Scottish corsair, one of the number of buccaneers who infested the Cayes.

The Colony became known to Englishmen about 1638, probably through a shipwrecked crew. It is probable that people from Jamaica visited the Colony, and finding logwood abundant and easily accessible, established themselves. They must have come in contact with the Spaniards and Indians of Yucatan and the Peten district of Guatemala. There are records of many conflicts between them. Long after the Thirty Years War had ended in Europe, conflicts occurred between the subjects of the Kings of England and Spain in this Colony. The Spaniards made frequent attempts to expel Englishmen who came with slaves from Jamaica. The Governor of Massachusetts sent H.M.S. "King George" to help the settlers against their enemies in 1667. In 1671 the settlement was reported by the Governor of Jamaica as having "increased His Majesty's Customs and the natural commerce more than any of His Majesty's Colonies." This was no doubt due to the great value of logwood and mahogany.

In 1717 the Board of Trade asserted the absolute right of Great Britain to cut logwood. In the next year the Spaniards endeavoured to conquer the settlement, and got as far as " Spanish Lookout " on the Belize River, which they fortified. In 1754 another attempt was defeated, " principally by slaves," at a place called Labouring Creek. In 1779 St. George's Caye was attacked and a great many settlers were carried off to Merida and thence to Havana. A battle at St. George's Caye, 1798, was the last of these disturbances. Troubles with the Indians in Yucatan persisted from 1849 till 1872.

British Honduras became a Colony independent of Jamaica in 1884. The present Constitution is substantially that of 1892.

In 1926, by the bequest of Baron Bliss, a sum computed to yield £25,000 per annum was left in trust to the Governor and chief officials of the Colony for public purposes.

Governor and Commander-in-Chief.—Sir Harold Baxter Kittermaster, K.B.E., C.M.G.

FOREST PRODUCTS.

The quality of the **mahogany,** which forms a principal item in the export trade, is the finest known. The trees occur sparsely, and this makes logging difficult. There is a progressive depletion of accessible supplies. Exports mahogany lumber, 1931—144,239 feet.

Logs grown in Mexican and Guatemalan territory are shipped for convenience from Belize and constitute perhaps one-fourth of the exports. Shipments are chiefly to Great Britain and the United States. Exports: 1930—9,800,000 board ft.; 1931—3,240,240 board ft.; 1932—643,593 board ft.

Logwood is found both in the north and south, growing in damp situations. The trees are about one foot in diameter, and only the heart of the tree is retained. The prepared wood is brought down the rivers upon cradle-rafts. Exports: 1930—225 tons; 1931—268 tons; 1932—103 tons.

Mangroves, yielding tanning material, are common, and so is fustic, the source of a yellow dye.

The **sapodilla** tree (*Achras sapota*) yields, in addition to hard, elastic, and durable timber, the gum chicle, which forms the basis of chewing-gum. Axe-handles, door-posts, and golf clubs are among the special uses of the wood.

Shipments of **chicle** gum, the coagulated latex of the Sapodilla tree, received chiefly from the Peten district of Guatemala, were 373,419 lb. in 1930, 399,558 lb. in 1931, and 279,703 lb. in 1932.

The local **cedar** (*Cedrela Mexicana*) is used to make native boats (pitpans), canoes, and launches, and is excellent for that purpose. It is insect-proof, prettily figured, and much used for cigar-boxes, drawers, and wardrobe linings. Trade has declined considerably of recent years. Exports of cedar logs, 1930—382,288 board ft.; 1931—226,865 board ft.; 1932—1,476 board ft.

The **rosewood** is fine-grained, reddish, and durable, and valued for inlaying, turnery, and general cabinet work. The trees are fairly large, although in view of the absence of modern plant the pieces coming to market are relatively small. Export was almost nil in 1932.

Miscellaneous Timbers :—British Honduras pine has the character of pitch pine, and attains a height of 100 ft. Nargusta wood is easy to work, durable, and plentiful, and is used locally as flooring. White mahogany, resembling poplar in texture, is found near the coast. Santa Maria is heavier and stronger than mahogany, and makes strong beams and masts. Honduras walnut is sometimes misleadingly called "black poisonwood." although the timber is innocuous. It is more abundant than rosewood, of a walnut colour, with black and yellow lines. Ironwood occurs in large pieces, and has a notably fine grain. The local redwood is little inclined to rot when buried. There are various balsa woods of exceptionally light specific gravity, and of these Polak is the most abundant. The wood is of an exceptional lightness which qualifies it for use in place of cork, and its insulating properties suit it for lining refrigerating and sound-proof chambers. A wild cotton borne by this tree has uses as a stuffing. The cabbage-bark and Billy Webb trees afford material for trucks, wheels, and tool handles. The bullet tree supplies good posts and sleepers.

AGRICULTURAL PRODUCTS.

Agriculture is still in its infancy and much experimental and demonstrational work is necessary before British Honduras can hope to be an agricultural country.

Coconuts are planted, and about 7 millions a year are grown, and 5 millions exported. The soil and climate favour the culture, little labour is necessary, and rivers simplify the transport of the crop. The crop is the most important form of agriculture. The preparation of copra from the nuts is carried on upon an increasing scale. About 20 per cent. of the nuts are used for oil production. Exports (number) 1931—3,582,313 ; 1932—2,974,220. Exports of **Copra,** 1931—913,254 lb. ; 1932—995,704 lb.

It is possible that **cohune nuts** will before long produce an extensive and profitable industry. A company has established a camp on the Cushman Estate in the Toledo District, and has begun silvicultural operations on a considerable scale.

Grape Fruit, oranges, limes, and lemons all thrive. Citrus fruits from the Stann Creek area have won a high reputation, and the grape-fruit is of extraordinarily high quality. About 450 acres have been planted. Shipments of grape-fruit in 1932 were 2,663 cases. The 6½-mile canal connecting the Sibun and Belize Rivers has opened an area of rich soil. A Department of Agriculture was formed in 1929, and now consists of two agricultural officers.

Bananas are grown with comparatively little cultivation upon small areas of fine alluvial soil, but in other districts require labour in pruning. Panamá disease among the plants has much restricted supplies. The Stann Creek district is the principal centre of the industry. Exports in 1931 were 87,036 bunches, and in 1932, 78,867 bunches.

Sugar is manufactured for home consumption in both the northern and southern parts of the country. The production is about 850,000 lbs. annually. A cheap rum is made, and exported (14,448 gallons in 1931). Cane grows vigorously, aided by a suitable rainfall,

over a large area, and especially at Toledo Settlement, but the factories are primitive and the output does not suffice for local needs. Good **rice** is cultivated without artificial irrigation.

Maize is now a common crop with all sections of the population. The largest yields are got in the Orange Walk, Cayo, and Toledo Districts.

Cacao and **coffee,** for which some areas are suitable, are two neglected crops owing to present market conditions. **Vanilla** grows wild in the Broken Ridge area. **Allspice** or pimento trees grow wild in groups in the bush.

Sisal does as well in Corozal as in southern Yucatan. Silk grass (bromelia), known in the market as arghan fibre, occurs as an undergrowth in the forests, but not always in sufficient quantity to justify commercial exploitation.

Marine Products :—Formerly a considerable source of sponges, the coast has been temporarily depleted of supplies. Replanting is in progress, and a Sponge Fishery Research Station has been opened upon Turnette Caye. Fish are taken for local consumption ; the canning of lobsters shows a considerable decline. Marine tortoiseshell is obtained.

Stock-raising :—Cattle of the Zebu breed and its half-breeds are raised as beasts of burden.

There are good pastures on the Belize River at Banana Bank and Orange Walk, and at Toledo in the south. Beef oxen are raised in the Stann Creek Valley. Mr. W. R. Dunlop speaks favourably of the Zebu-Aberdeen Angus and Zebu-Hereford crosses for beef production, and of the Zebu-Jersey for milk. Milk is chiefly imported in tins, but the import of animals for beef has declined much of late years.

Mules are largely used for transport. Some sheep are kept. Pig-farming and bacon-curing are promising speculations.

Many turkeys are kept in the villages. Rhode Island Red fowls flourish, although poultry of mixed breed is commonly kept. Eggs command good prices.

Exports :—Forest produce accounts for 85 per cent. of the exports, agricultural produce for 14 per cent., and marine produce for .48 per cent.

	Imports.	Exports.
1929	$5,056,673	$4,876,875
1930	$4,925,330	$4,534,963
1931	$4,435,358	$2,911,066
1932	$2,301,838	$1,447,484

Labour :—The labouring classes consist principally of Negroes, Creoles and imported Waika Indians, who form most of the forest workers. Mahogany cutters are paid $19 per month and plantation labourers less, in addition to housing. Unskilled town labourers receive from 50 to 75 cents per day.

Local Communications are frequent between the towns and villages along the coast by sailing and motor boats, and by the latter on the rivers. A short railway, 25 miles long, runs inland

from near Stann Creek Town. It taps the banana plantations, and certain sources of mahogany and other wood.

Roads :—In the Corozal District a good road runs across the Louisville swamp, and this is the main road from the town to the Rio Hondo. There is also a good metalled road in the Toledo Settlement, through the sugar ranchos. The difficulty of obtaining material makes road-building expensive. The chief means of conveyance is river transport, which in dry seasons proves defective.

LOCAL INFORMATION.

The standard **currency** is the U.S. gold dollar. There is a subsidiary silver currency of 50 cents., 25 cents, 10 and 5 cents, nickel 5 cent pieces, and bronze 1 cent pieces coined specially for the Colony. There is a paper currency of tens, fives, twos, and one dollar issued by the Government. United States notes circulate freely.

LOCAL MEASURES.

DRY MEASURE.			LAND MEASURE.	
Un Almude	= 5	quarts.	Un Mecate	= 25 yards sq.
Un Cargo	= 60	,,	Vara	= 11.12 of a yard.
Un Barril	= 110	,,	Task	= 1 day's work.
Un Benequen	= 15	,,	WEIGHTS.	
Un Quarto	= 2½	,,	1 Arroba	= 25 lbs.
Un Shushack	= 20	,,	1 Quintal	= 100 lbs.

POSTS AND TELEGRAPHS.

Mails are sent via the United States. Homeward mails, due once a week, cost for letters 4 cents for 1 ounce, and 2 cents per ounce thereafter. The postal **telegraph** system is a Government one. There are 925 miles of line with 48 offices. Communication is commendably good. Messages for transmission by land line through Mexico are charged the inland rate plus the Mexican charge and postage. The inland charge is 25 cents per 15 words, and 1 cent per additional word.

A **wireless** station in Belize communicates with the world via Tela (Honduras), New Orleans, and Jamaica. Messages 38 cents per word to U.S.A. and Canada ; 58 cents to Great Britain.

PUBLIC HOLIDAYS.

January 1.
March 9.
Good Friday and Saturday.
Easter Monday.
May 24.
The King's Birthday.
Prince of Wales's Birthday.
September 10.
December 25 and 26.

Press :—Belize : "Clarion," "Independent," "Government Gazette" (weekly).

Guidance for Commercial Travellers.

Commercial travellers are required to take out a licence in Belize ; the fee is 50 dollars gold. Licences remain in force up to and including the 31st December following, but if a licence is granted after the 1st December of any year, it remains in force for one calendar month. Similar licences, costing 10 dollars in each instance, are required in certain other districts.

Samples of no commercial value are not liable to duty. The duty on samples of value may be either deposited or guaranteed, and the goods re-exported from any port within the permission of the Customs authorities, no time limit being fixed.

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CHILE

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ROUTES FROM ENGLAND.

(*a*) By Pacific Steam Navigation Company's mail steamers from Liverpool to Valparaiso direct *via* Panama Canal (occasionally a steamer comes *via* the Straits of Magellan) ; the journey takes from 27 to 34 days, according to the steamer. There are monthly sailings.

(*b*) By the White Star Line or Cunard to New York ; by rail to Key West and ferry steamer to Havana, thence by Pacific Steam Navigation Company mail steamers to Valparaiso ; time taken 21 to 29 days according to connection at New York. Monthly opportunities from Havana.

(*c*) By Royal Mail Lines Ltd. to Buenos Aires, and thence to Santiago and Valparaiso by the Transandine Railway ; time taken 21 days.

The first-class fares from Great Britain to Valparaiso are as follows (subject to change) :—

(*a*) By Pacific Steam Navigation Company steamer direct, *via* Panama Canal or the Straits of Magellan, single, £88 ; return, £158.

(*b*) By Cunard or White Star and Pacific Steam Navigation Company steamers, *via* New York, special direct rates Saloon Class Vessels £117 (single only), Cabin Class £95 10s.

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'Phone 85131

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Avenida Errazuriz 688
'Phone 2677

CHILE.

Valparaiso, the principal port of Chile, is also the most important commercial centre upon the west coast of South America. The geographical conformation of Valparaiso, in combination with its climatic advantages, has earned for it the title " Pearl of the South Pacific." It is 9,000 miles from England, *via* Panamá, or 11,000, *via* Magellan Strait. A population of 189,119 is recorded in Valparaiso City, and 463,544 in the Province,—Aconcagua. The mean annual temperature is 59° F., with 30° F. and 88° F. as the extremes.

The city, when viewed from the ocean, presents a majestic panorama. An ample circle of hills is backed by the snow-capped peaks of the Cordillera. The terraced slopes are covered far and wide with picturesque dwellings and, when night falls, myriads of electric lamps peep forth, extending over hill and dale from point to point of the far outstretching bay.

The climate is kindly, for the summer heat is tempered by fresh breezes, and warmth and sunshine mitigate the unkindness of the short winter. Not many antiquities have survived the tempests, fires, and earthquakes. The palaces, villas, fortifications, and churches are all modern. Until recently, all buildings were of low structure, as a precaution against subterranean upheavals. A remnant of the old colonial town exists in the hollow known as " The Port," grouped round the low-built stucco church of " La Matriz," hallowed by ten generations of worship.

Public buildings of large size are numerous in the lower city. The large Naval Academy stands upon a bold hill, from which fine views are obtainable. The Intendencia, or headquarters of the provincial Government, is of some architectural interest. On a promontory of the hill known as Los Placeres, near the coast road to Viña del Mar, there is rising a remarkable University of Engineering, munificently endowed by the Chilean philanthropist, Frederico Santa Maria. The site has several historical associations of interest.

The bay usually includes in its shipping numerous units of the Chilean Navy. The " ascensors," or funicular railways, leading to the upper town, compare with the cliff railways in various English seaside resorts. The winding roads up the hills to the upper town have been improved for motor traffic.

The Plaza Sotomayor, facing the entrance to the long curved line of wharves, contains a fine statue to Arturo Prat, with the Palace of the Intendente on the opposite side. The Port Railway Station (for Santiago) is near at hand. The narrow Calle Prat, the financial centre, where the Central Post Office is situated, leads to the Calle Esmeralda, the shopping centre, whence one may pass to the Calle Condell, the Plaza Victoria, and the spacious Avenida Pedro Montt with its cafés and theatres and its little Parque Italia, leading on into the large Plaza O'Higgins. The Avenidas Brazil and Errazuriz, with trees and many monuments, run parallel until near the Baron, whence the Avenida España skirts the shore as far as Viña del Mar.

Leaving Plaza Sotomayor by the Calle Serrano and Plaza Echaurren, the Plaza Aduana is reached, where a public lift may be

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taken for the Paseo Veintiuno de Mayo, a terrace giving views of the bay and the hills. From the terrace the Avenida Gran Bretaña tramcar runs to the Parque de Playa Ancha, from which Torpederas, the bathing resort, the marine promenade, and the Avenida Altamirano are soon reached.

The main business quarter, with its roads and railways, stands on land reclaimed from the sea. A further large tract has been regained by the port works which, with their large well-equipped warehouses and powerful electric cranes, are protected by a new sheltering mole. Mail and passenger vessels moor alongside and enjoy every facility for the landing of passengers, baggage, and mails. The advantage is marked during winter months when the "norther" blows in from the sea.

There are several factories in Valparaiso. The local products include rolling stock and carts, refined sugar, beer, canned fish, enamelled iron, cement, soap, clothing, furniture, boots, cigars and small sea-craft. The industrial district lies to the east of the city.

Travellers between Valparaiso and Santiago (the capital, distant 186 kilometres by rail) are well served by express trains furnished with Pullman and dining cars. There is a good motor road to Santiago. A service of automobiles has been established, following a regular schedule of frequent journeys in both directions throughout the year. Time occupied, 3 hours. Fare, $18 in small omnibus; $140 per special car to order day or night.

Valparaiso Hotels.

Hotel and Address.	Phone or Cable Address.	Beds.	Tariff.
			American plan.
Astur, Calle Condell 1443	Astur 7391	200	$25–80
			European plan.
Royal, Calle Esmeralda 1031	Royal 7851	290	$25–100
Paris, Calle Blanco 1067	4644	70	$15–50
Palace, Calle Blanco 1173	3570	130	$18–60
Liguria, Av. Pedro Montt 1985	4713	60	$15–60
Adria, Plaza Victoria	4007	50	$25

Restaurants:—Monico, Calle Prat; Jockey Club, Avenida Pedro Montt; Bahia, Calle Serrano, next door to Intendencia.

Clubs:—Inglés; Español; Alemán; Valparaiso. A British Society was formed in 1930.

Addresses:—British Consulate-General, Calle Blanco 853; U.S. Consulate, Calle Blanco 1041; Y.M.C.A., Calle Blanco 1117.

Rail:—Some of the principal services of trains are enumerated below; subject to changes:—

To Santiago by State Railway (3 hours, Pullman cars available), two daily expresses, and three on certain days. First, single $31.

The Longitudinal Railway is joined at Calera Junction (88 kilometres), situated on the State Railway to Santiago. From this point there are three trains a week to Coquimbo (first, single $114; one train a week to Antofagasta (first, single $244 including sleeper), and to Iquique (first, single $323.70, including sleeping car. 2 nights).

Trains southward, to Concepción, Valdivia and Puerto Montt, are joined at Santiago.

To Buenos Aires by Transandine Railway, Thursdays all the year round. First, single fare $427.60 Chilean, plus $197 Argentine.

Steamship Services :—One of the great ports of the world, Valparaiso is in touch with all countries. The principal services include :—

Liverpool, regular mail services *via* Panamá by P.S.N.C. vessels ; occasional services *via* the Straits.

London, Liverpool, Glasgow, Swansea, Hull by P.S.N.C. cargo and passenger vessels ; frequent sailings *via* Canal and Straits.

Steamers to Amsterdam, Antwerp, Copenhagen, Hamburg, Cadiz, Barcelona, Genoa and Marseilles.

New York, frequent passenger service by Grace Line, and *via* Havana or Bermuda by P.S.N.C.

Los Angeles, San Francisco, Portland, Honolulu, Japan, China and Japan, approximately monthly by Nippon Yusen Kaisha.

Frequent local services by Chilean steamers to Guayaquil, Arica, Iquique, Corral, Magallanes, and monthly to River Plate and Brazil.

Pleasure Resorts near Valparaiso.

Viña del Mar is the residential suburb most favoured by well-to-do Chilean and foreign residents. It is 9 kilometres from the port and connected by trains, comfortable tramcars, and motor-buses. There is an hourly service of electric tramcars throughout the night. The journey takes 15 minutes by direct train, and is a most agreeable one. Both road and railway follow the shore. Private automobiles now use the roadway from Viña to Mendoza and *vice-versa* in increasing numbers.

Viña del Mar is less exposed than Valparaiso to wind and storm. It has a very fertile soil and a peculiarly fragrant and stimulating atmosphere. It has a population of 50,000. The social season is at its height in the summer (Dec. to Feb.), when large numbers of wealthy visitors arrive from Santiago and Argentina. Luxurious villas, a magnificent club-house and grounds, a modern casino, a race-course, fine hotels and promenades and a swimming pool of great size give Viña del Mar a place in the forefront of South American social resorts. Golf is playable upon the introduction of a member at the Viña del Mar clubs. El Recreo, distant about a quarter of an hour's ride, is a favourite resort for bathing and amusements. Miramar, with its famous beach and promenade, adjoins Recreo.

Hotels :—Grand, Calle Alvarez (150 beds), $25 40 ; higher tariff January to March ; France, Calle Alvarez (180 beds), $15–30.

Concon, at the north-eastern point of Valparaiso Bay, is reached by motor in half-an-hour from Viña de Mar. Tennis, bathing, fishing, shooting, and riding constitute its attractions, apart from the beauty of the scenery.

Hotel :—Gran Hotel Concon (140 beds), $15–18.

Laguna Verde, a couple of hours' walk over the hills to the west of Valparaiso, is a picturesque bay used for picnics, with a wayside restaurant.

Jahuel, or **Balneario Jahuel,** is situated high in the Cordillera (3,900 feet), 11 miles from San Felipe station. Expresses from Santiago and Valparaiso perform the journey in 2½ hours. About 4½ hours should be allowed for the motor journey from Valparaiso. The hill scenery includes a distant view of Mount Aconcagua. The air is of mountain purity, and the mineral waters are highly reputed for bathing, as well as for internal use. Good roads facilitate excursions about the neighbourhood.

Hotel :—Balneario (150 beds), $30–40 per diem ; invalids not received.

Limache (population, 16,448) is 44 minutes by express train from Valparaiso in the valley of the Aconcagua River. There are interesting drives and noble views. A motor-car excursion from Valparaiso can be made to include visits to Olmué and Lo Chaparro in course of one day ($150).

Hotel :—Asturias (Tel. 7 Olmué), 45 beds $12-15 per day Swimming pool and tennis courts.

Quinteros, the naval aviation station, 36 miles away by road, may be visited by motor, and is served also by railway. There is a very good hotel.

Torpederas, a local bathing resort, is accessible by tramcar.

Santiago, the capital and seat of Government, distant 116 miles from Valparaiso, is the fourth largest city in South America and one of the most beautifully situated of any. It stands in a wide plain, 1,706 feet above the sea, and is backed by the Andes. The city covers about 8 square miles, and is crossed from east to west by the Mapocho River, which passes through an artificial stone channel, 130 feet wide, spanned by five iron bridges. The population is 750,000. The magnificent chain of the Andes, with its snow-capped heights, is in full view for at least nine months in the year. There are peaks of 13,000 feet at about 120 miles distance. The streets are well paved and lighted, and there is an excellent service of motor-buses, motor taxies, and electric tramcars. A wide and beautiful avenue—the Alameda de las Delicias—runs through the heart of the city for two miles, and in it are found many fine, handsome private residences.

One of the most striking features is the Santa Lucia Hill, rising a sheer 400 ft., giving magnificent views over the city. It is almost in the centre of the city and ornamented with gardens, balustrades, and balconies. The view gives possibly the best general idea of Santiago, although that from the Cerro San Cristóbal at the other end of the town is almost equally good. A funicular railway ascends this Cerro, which is surmounted by an immense statue of the Virgin Mary.

Santiago Hotels.

Name and Address of Hotel.	Cable.	Beds.	Tariff Without Meals.
			Chilean $
Crillon, Agustinas 1025	Crillon	120	$30–60
Savoy, Ahumada 165	Savoy	60	$30–45
Mundial, Moneda—Bandera ..	Mundial	50	$20
Victoria, Huérfanos-San Antonio	Piola	40	$18–20
Ritz, Huérfanos 976	Ritz	30	$15–50
Oddo, Ahumada 327	Oddo	60	$16–30
Grand, Huérfanos 1164	Grand	60	$18–32
Claridge, Moneda 915	Claridge	32	$25–40 (with meals)
Cecil, Delicias—San Diego ..	Cecil	44	$20 (with meals)
Hotel Bidart, New York 9 ..	Bidart	40	$20–25 (with meals)
Astoria, Ahumada 319	Astoria	40	$20 25 (with meals)

Restaurants :—The Santiago Restaurant, Huérfanos 1111 ; La Bahia, Monjitas 834. Lido Restaurant, below the Teatro Central.

Points of Interest :—San Cristóbal and Santa Lucia Hills, Parque Cousiño (tram-car), The Alameda (the chief avenue), Casa Moneda, contains historic relics, paintings and sculpture. The President's Palace (Calle Moneda), Public Buildings, Cathedral, Bolsa de Comercio, Law Courts (Plaza de Armas), Congress Palaces (Calles Bandera and Compania), Art buildings, Parque Forestal, Railway station, Mapocho, Quinta Normal (Quinta tramcar), Military Museum (Parque car), Cavalry School (Macul car), Plaza Italia National Library, Central Market (Puente 21 Mayo), two Universities.

Conveyances :—Electric trams : fares—20 cents, city limits. Taxi : $18–$30 per hour according to the type of car, within the city limits. Visitors going outside the city are advised to arrange the charge beforehand.

Outings :—Apoquindo and Tobalaba (round trip from centre, about 1½ hours by motor). San José de Maipu and Peñalolen (return journey about 3 hours by motor). El Volcan, 1,407 metres above sea-level ; train 8.30 a.m., arriving back in Santiago 6.30 p.m. through mountains and gorgeous scenery. Cartagena and San Antonio (q.v.) are 3½ hours' motor run.

Racecourses :—Club Hípico, racing every Sunday afternoon ; Hipodromo Chile every Sunday morning (at Viña del Mar, January–March).

Tennis :—Santiago Tennis Club ; International ; Los Leones.

Golf :—Los Leones Golf Club (car from Plaza Italia), introduction required.

Clubs :—Union ; The British Club ; Country Club (cricket, hockey, swimming, etc.).

Theatres :—Municipal (for Opera only) ; Real, Central, and Baquedano ; and numerous Cinemas.

Addresses :—British Embassy : Avenida Vicuna Mackenna 152 ; U.S. Embassy, Merced 230 ; British Consulate : Teatinos 78 ; Y.M.C.A. : Arturo Prat 130.

Rail :—Santiago to Buenos Aires as from Valparaiso (q.v.) ; to Valparaiso, two expresses daily, three some days, besides ordinary trains ; to Talcahuano, daily ; to Coquimbo and Serena, three times a week ; to Antofagasta and Iquique, weekly ; to Valdivia and Puerto Montt, three times a week.

Road :—Motor-car trips over the Andes to Mendoza are arranged about three times a month during the Summer by the Empresa Chileno-Argentino de Turismo. The road is excellent except when snowed up in winter, and is in general use for touring.

Air Services :—See under Air Section.

CHIEF PORTS.

Antofagasta, capital of the province of the same name, important for the export of minerals, is 240 miles south of Iquique and 580 miles north of Valparaiso. It is linked with these ports and with Santiago (distant 838 miles by rail, 541 direct by air), and also with Buenos Aires *via* Bolivia (3 days' journey). A principal port in the Bolivian transit-trade, it has special transit warehouses for the storage of goods coming to or from that country. Frequent services of passenger and cargo vessels connect Antofagasta with all important Chilean ports. The Antofagasta-Salta railway is under construction from Victoria Augusta to the Argentine frontier.

The population is 60,000, the urban streets are asphalted, and good roads lead to the mines and nitrate works and to the neighbouring ports, Mejillones and Tocopilla. Good public gardens exist, but no great public buildings. Water is supplied from San Pedro, 193 miles away. A strong garrison is maintained. There is a massive breakwater which provides sheltered anchorage.

Landing :—Shore boat.

Conveyances :—Motor-buses.

Hotels :—Londres (100 beds), $20–60 ; Pension Alemana (35 beds), $18–25 ; Maury (40 beds), $15–18, overlooking bay.

Restaurant :—Quinta Casale.

Theatres :—Nacional (modern) and Imperio.

Rail :—Longitudinal railway to Valparaiso and Santiago weekly ; departs Sunday, 9.35 a.m.

Antofagasta and Bolivia Railway to Oruro and La Paz. Departs Fri. 8.25 a.m. (first single, including bed, £7 approx.). The journey to Oruro occupies about 25 hours, and to La Paz 32 hours. By means of a connecting train from Uyuni, Buenos Aires can be reached in 3½ days (first single, £19 approx.).

Air Services :—See under Air Section.

Excursions : —To Caleta Coloso (10 miles) along the shore by motor. To Mejillones (40 miles) by train or motor. To Nitrate oficinas, over poor roads (87 miles), or by train.

Shipping :—P.S.N.C., monthly, outward and homeward. N.Y.K. boats may call on northward voyages.

Coasting Steamers :—Five companies run services to Valparaiso, Iquique, and Arica.

Arica, the most northerly Chilean port, in Tarapaca province, with a population of 13,000, is the terminus of a line to La Paz, Bolivia (277 miles). It is reached by rail from Tacna (Peru, 39 miles), and is distant 3-4 days from Valparaiso, 4 days from Buenos Aires *via* Tupiza, all rail ; 5-9 from Panamá, 11-17 from New York, and 18-25 days from the chief European ports. The port serves the fertile, but undeveloped, Azapa Valley, and it is frequented for sea-bathing by Bolivian society, although the facilities are rather primitive. Road open to Tacna (Peru).

The town is built at the foot of the Morro headland and fringed by sand-hills. The Andes are clearly in view from the anchorage. The Morro was the scene of a great battle in 1879 between Chilean and Peruvian forces. It has now been thrown open to the public The vegetation is semi-tropical.

According to the terms of the Tacna-Arica settlement, Chile has ceded to Peru a quay, a customs building, and a station for the Arica-Tacna Railway.

Bolivian and Peruvian Customs stations are established in Arica to supervise imports to Bolivia and Tacna. Borax, tin, hides, sulphur, and agricultural produce are exported.

Landing :—Shore boat.

Shipping :—P.S.N.C., monthly, outward and homeward ; N.Y.K., monthly, south to Valparaiso and north to San Francisco, with intermediate calls.

Hotels :—Pacifico (140 beds), $20 without meals, $40 with meals and private bath ; Palace (26 beds), $16–20 with meals.

Rail :—To La Paz, by Arica-La Paz Railway every Monday (first-class single, $130), sleeping accommodation $30 extra.

To Tacna, by Arica-Tacna Railway Co., twice daily (first-class single, $15.00 : return $27) ; rail motor car can be specially hired.

Special autobus to Tacna (Peru), $90 return journey (car to order).

Air Services :—See under Air Section.

Concepción, six miles up the Bio-Bio River, the most important city in southern Chile, has a population of 77,658. It is connected by rail with Santiago (360 miles), Valparaiso, and with Talcahuano, its port, 9 miles away. The climate is kindly, and the streets and buildings are admirable. There is an interesting Cathedral and a University. There is an English club and a Museum of the natural products of the region. The 9-hole golf course (open April-October) ranks with the best in Chile. The racecourse, midway to Talcahuano, is thoroughly modern in its appointments. In the centre of the city rises the historical Cerro Amarillo, a hill now transformed into a magnificent " paseo," from the summit of which can be viewed the entire panorama of the city. The Plaza Independencia is one of the most beautiful parks in Chile.

Concepción and Talcahuano are joined by two lines of the State Railways, an electric railway, and a paved road. This road leads to many beautiful spots, to several beaches such as Ramuntcho and Las Escaleras; to the estuary of the Bio-Bio with its hundred year old "boldo" woods; and to Lenga, a charming corner at one end of San Vicente Bay.

Within easy distance of Concepción, in Lota, Coronel, and Penco, are to be found the biggest coal mines in the country.

Excursions:—A short distance from Concepción, easily reached by a good road, or else by a two-hour train journey, are the famous Laja falls, probably the grandest piece of scenery in the country. Not far from the city is the Cerro Caracol, a beautiful hill covered with thick pine woods. This curving hill embraces in its arc the Parque Ecuador, which lies on the flat and is exceptionally beautiful. At the highest point of the Predio de Caracol is a tower built in memory of Bismarck. From the top of the tower there is a magnificent view of Concepción, the river Bio-Bio and its estuary, the lakes of Tres Pascuales, Redonda and Los Mendez. The view also embraces Talcahuano, the Bay of Concepción, the Bay of San Vicente and the Gulf of Arauco.

Hotels:—Cecil, Avenida Pinto (75 beds), $20-40; Medici, Barros Arana 615 (50 beds), $14-18; France, Avenida Pratt (120 beds), $12-18.

Clubs:—Inglés; Circulo Francés; Alemán; Concepción.

Rail:—To Santiago, two expresses daily; to Temuco and Valdivia daily; to Puerto Montt, Tues., Thurs., Sat.; Talcahuano (hourly).

Near **Concepción** are the following:—

Laraquete, easily accessible by train from Coronel (fare $5), or from Concepción ($8.40), has good fly-fishing for trout and peladillo, from November to April.

Hotel:—Laraquete ($8).

Penco, distant 6 miles by rail, is a middle-class week-end resort with firm sands.

San Vicente, connected by tram with Talcahuano and train with Concepción; a popular week-end resort of the working classes.

Tomé, some 18 miles by rail from Concepción, upon the Bay of Talcahuano, has a background of wooded hills and two miles of shelving sandy shore with a smooth sea excellent for bathing. Tomé ranks among the best of Chilean watering places. It also contains various cloth factories and the great flour mills of the Cia. Molinera de Tomé. The picturesque little fishing village of Dichato with its superb bay stands a little to the north.

Hotels:—France, El Morro, Durdos.

Coquimbo, with about 15,000 inhabitants, is a considerable port, with a trade in copper. It is connected by rail with Santiago (357 miles) and with Valparaiso by rail and steamer (198 nautical miles), and has one of the best harbours on the coast. It is in a mixed agricultural and mining district known favourably for a palatable local wine. The harbour has a mole and pier. Steamer passengers may undertake, if time allows, the train journey to La Serena (9 miles). There are thermal springs at Soco, on the outskirts of the town.

The journey between Coquimbo and Valparaiso can now be done by car, but the road is very hilly, rising at one point to over 5,000 ft.

Hotels:—Plaza (28 beds), $10-15; Palace (22 beds), $10-12; Inglés (30 beds), $12.

Air Service:—See under Air Section.

Coronel, 281 sea miles south of Valparaiso, and 43 south of Talcahuano, upon a picturesque stretch of coast, is memorable as the scene of the naval battle for which vengeance was taken at the Falklands. The coal mines are important, and shipping enjoys good natural protection. The population is 14,700; Concepción is distant 17 miles.

The action off Coronel on 1 November 1914 was fought between Von Spee's China squadron (Scharnhorst, Gneisenau, Leipzig, Nurnberg, and Dresden) against Cradock's squadron (Good Hope, Monmouth, Glasgow, and the merchant cruiser Otranto). A heavy sea and an unfavourable light added to Cradock's difficulties. The Otranto was ordered out of range, and of the combatant British ships the Glasgow alone escaped

Landing :—Shore boat.

Hotels :—Hotel de la Bolsa (30 beds), $15–25.

Rail :—To Concepción, thrice daily, crossing the famous Bio-Bio Bridge, 1,889 metres in length; journey 1 hour. To Lota thrice daily, 20 minutes.

Iquique, in the province of Tarapacá, is one of the principal ports of northern Chile, being a centre for nitrate and iodine. It has a population of 37,421, is well built, and has electric light and tramways. The city was founded in the sixteenth century upon a peninsula between the Colorado and Cavancha headlands. It was partially destroyed by earthquakes in 1868 and 1875. The picturesque houses are painted in various colours. Outside the city the roads are generally poor, although motoring is possible across the pampa to the oficinas. There is an English colony and an English club. It is reached by train or steamer from Valparaiso (784 sea miles), Arica (74 miles), and Antofagasta (225 miles). Climate, rainless. Large deposits of guano are seen on the coast.

Hotels.

Name.	Beds.	Per Day (Meals included).
Chalet Suisse, Plaza 21 de Mayo	60	$20–30
Hotel Phoenix, Anibal Pinto 483	40	$18–30
Savoy Hotel, Tarapaca 369	60	$20–25
Hotel España, Tarapaca 461	50	$15–25
Casa Residencial (Perez), Patricio Lynch 421 ..	26	$25–30
Hotel Inglés, Anibal Pinto 309	40	$20–25

Restaurant :—Cavancha.

Railway :—By nitrate railways to Pisagua daily, except Sunday; to Pintados, once a week; to Santiago and Valparaiso, Sat., 8.30 p.m.

Water is brought to the city from Pica, an interesting oasis 60 miles away, at which Spanish soldiers settled in the sixteenth century. This garrison town has a couple of good plazas, a theatre, a golf course, racecourse and a boating club.

Owing to great changes in the nitrate situation, Iquique has lost much of its former importance during the past two or three years.

Landing :—Shore boat.

Shipping :—P.S.N.C., outward and homeward, monthly; N.Y.K., monthly, south to Valparaiso and north to San Francisco.

Conveyances :—Trams, coaches, and motors. Auto services to the oficinas.

Air Services :—See under Air Section

Magallanes –the official name of the port long known as **Punta Arenas** –is the most southerly town in Chile, standing on the Straits of Magellan, 1,427 sea miles from Valparaiso, and 1,355 from Buenos Aires. The place was originally a convict station. The town consists of 10 or 12 streets, parallel to the shore, crossed at right angles by 14 or 16 others extending uphill. The majority of

the houses, especially on the outskirts, are of wood, with corrugated iron roofs, but there are many fine buildings in the centre of the town, grouped round the large Plaza. The population of about 30,000 is mainly composed of Europeans.

Wool and mutton are exported upon a large scale. Coal is worked at the Loreto mines, 5 miles inland, to which there is a narrow-gauge railway. Good motor roads connect the town with farms upon the Chilean side of the frontier.

The average temperature is 50° F. summer, 38° F. winter. There is good skating in the cold weather. There is a 9-hole golf course. about 10 minutes' motor run from the Plaza. Horse-racing, football and athletic sports are held from January to March. The British Club ranks among the best upon the west coast. A museum in the Colegio Salesiano contains curios and crude works of art by natives of the Fuegian Archipelago, and specimens of anthropological interest.

Landing :—By motor-boat $5 per head. Passports are required from all passengers.

Steamers :—

To Valparaiso, by Braun and Blanchard and Menendez-Behety, every 12 days.

To Buenos Aires, by Soc. Anon. Import and Export de la Patagonia, fortnightly.

To Porvenir, Tierra del Fuego, daily (single, $8–12).

Motor Service :—To Rio Gallegos and Puerto Natales two or three times a week. Private cars can be hired.

Hotels :—Hotel Kosmos, Calle Errazuriz. Cable Cosmos, 58 beds, $30–40; France; Caledonia; Imperial.

Excursions :—

Afoot up the gorge of the Rio de las Minas to the Loreto coal mine; striking scenery; gold-washing operations in the river.

Steamer daily across the strait to Porvenir, Tierra del Fuego (three hours' crossing, $25 Chilean). The roads are good, and motor-cars can be hired.

The sea journey to Ultima Esperanza rivals in beauty that of the Norwegian coast, and takes about 36 to 40 hours. The distance can be covered in a day by motor, at a cost of $100.

Public motor-cars run two or three times a week to Puerto Gallegos, on the Argentine coast, a 12 hours' run. The route gives good views of wild life, with some opportunity of sport, although Gallegos is not itself attractive.

There is a Touring Club at Magallanes, Casilla 127 (Correspondence in any European language).

Puerto Montt, capital of Chiloé province, is a thriving town of about 9,500 inhabitants, the terminus of the Southern Railway, and 670 miles south of Santiago. The bay is magnificent in size and beauty, and the local climate most agreeable. The port is much used by coasting steamers and serves a sheep-farming district.

Hotels :—Hein (110 beds), $20–25, meals included; Miramar (32 beds), $12–16. Central, Correa, Terminus.

Excursions :—The city is an excellent base for excursions to the Chilean Lakes (page 247). Lake Llanquihue is 14 miles by road, and from that point a view is obtained of the Osorno volcano. Other large lakes in the same province are Lago de Todos Santos, Laguna Cayutué, Lago Puyehue, Lago Rupanco, and El Chapo. The Maullin River, which rises in Lake Llanquihué, presents some interesting water falls.

Rail :—Daily to Osorno; four times a week to Temuco, and three times a week to Santiago.

OTHER TOWNS.

Ancud is a port on Chiloé Island, with a population of 4,000. It is about 760 miles from Santiago; an agricultural and timber centre with a good trade with Puerto Montt.

Hotels :—Central, Royal.

Caldera, opened as a port in 1884, serves the province of Atacama. It has a pier of 250 yards, and is connected by rail with Copiapó (54 miles). It is claimed that the first steam train to run in South America started from Caldera.

Castro, a minor port upon a deep-water inlet on the eastern side of Chiloé Island, is served by local steamers from Puerto Montt and coasting vessels. Timber, potatoes and wheat are exported to the mainland.

Chañaral, a port in Atacama, midway between Caldera and Taltal, has 3,000 inhabitants, and is in a rich mining and copper-smelting district. Caleta Barquito to the south of the Bay is the base of an important copper company with mines at Potrerillos.

Hotels :—Atacama (22 beds), $13 15; Inglés (20 beds), $10-12; Central (10 beds), $10-12.

Rail :—Three times a week to Copiapó, connecting with Longitudinal Railway.

Steamers :—To Guayaquil and intermediate ports weekly; to Valparaiso fortnightly

Air Services :—See under Air Section.

Chillán, 323 miles south of Santiago. It is connected by rail with Talca, Santiago, and Valparaiso; also southwards with Concepción and Valdivia. It has a population of 42,309, and is an important agricultural centre. The town is modern, but retains picturesque links with the past. One of its older houses was the birthplace of the Liberator, Bernard O'Higgins.

The mineral springs, for which the district is famed, are reached by train to Recinto (40 miles), and motor to "las Termas," 6,000—7,000 ft. up in the Cordillera.

Hotels :—Central, Francia.

Chuquicamata, 162 miles from Antofagasta, on the Antofagasta and Bolivia Railway, is an important centre of copper-mining and the seat of the Chile Exploration Co.'s plant. The roads from this town to Maria Elena, and between there and Tocopilla, are the best long-distance roads in the Province of Antofagasta. Population, 15,000.

Constitución, a port south of Valparaiso, on the Maule River, and 115 miles north-east of Concepción. Hitherto it has been without a passenger steamer service, but is being equipped with long breakwaters and wharves for small steamers. It adjoins a large and wealthy district producing grain and lumber, and when the new improvement works are completed should assume considerable commercial importance. It is connected by rail with Talca (56 miles). Its main claim to attention is as a summer resort. The fine beach is encircled by rocks of great picturesqueness, and the surrounding scenery is most pleasing. There is a large number of hotels and pensions, but the accommodation provided is insufficient during January-March.

Hotels.

Hotel and Address.	Cable Address.	Beds.	Tariff.
Hotel de la Playa, Caleta	Palet	100	$15
Hotel Acuña, Caleta	Acuña	20	$10
Gran Hotel, Calle Freire, 315 ..	Morales	120	$12–14
Hotel Talca, Calle Bulnes, 614 ..	Corina	35	$12
Hotel la Plaza, Calle Oñederra, 619	Barrios	100	$10–12
Splendid Hotel, Calle Portales, 280 ..	Negri	100	$12–15
Hotel Venecia, Calle Blanco, 310 ..	Rossi	40	$10–12
Hotel la Zona, Calle Cruz, 155 ..	Escobar	50	$10–12
Pension Marini, Calle Freire, 526 ..	Marin	25	$12

Copiapó, capital of the province of Atacama, has a population of 10,000, and is important as a copper-mining centre. It is an attractive, well-administered town, on the edge of the desert region. It is connected by rail with the port of Caldera, 50 miles distant, and with Santiago Valparaiso, Iquique, and Antofagasta. A monument exists to Juan Godoy, a pioneer of the mining industry.

Hotels :—Atacama, Inglés.

Air Services :—See under Air Section.

Corral, the outport of Valdivia City, is at the mouth of the river. There is a steamboat service daily to Valdivia, 1½ hours. The town was the scene of a great victory by the Chileans under Admiral Cochrane in the War of Independence of 1818. Whaling is carried on from a base at San Carlos in Corral Bay. Large iron and steel works have been constructed to treat ore obtained from Tofo, near Coquimbo.

Hotel :—Miramar (30 beds), $12 15.

Steamer :—To Arica, weekly.

Cruz Grande, on the gulf of that name, 32 miles north of Coquimbo, and 130 miles from Valparaiso, has good anchorage of 8 to 20 fathoms, with cranes and loading plant, and is an iron-ore shipping port of importance.

Coquimbo can be reached by steamer twice a week, daily by rail, or by motor (about 4½ hours).

Curicó, an inland agricultural town, with 20,327 inhabitants, is 122 miles south of Santiago on the railway. The surroundings are picturesque, and the main plaza is accounted one of the finest in the Republic. The cattle market is a great one ; flour milling and tobacco manufacturing are local industries.

Hotels :—Comercio, Yungay, Estación.

Huasco, a port for mining products, midway between Coquimbo and Copiapó, has 3,000 inhabitants.

Hotel :—Cabezas (20 beds), 10-15 pesos.

Steamers :—Fortnightly to Arica and Valparaiso and intermediate ports.

Rail :—Four times a week to Vallenar in connection with the Longitudinal Railway.

Junín, in Tarapacá province, a nitrate port 10 miles south of Pisagua, with only a small collection of warehouses and workmen's dwellings. Its whole importance derives from the export of nitrate.

La Serena, an old and interesting city and garrison town redolent of Spanish Colonial days, is on the coast, and lies 9 miles north of Coquimbo. It is a mining and industrial centre, possessing a historic cathedral, seat of an important bishopric, and numerous ancient convents. The population is 20,554. It is connected by rail direct with Valparaiso, and has two good motor roads, one inland and one on the sea front. A motor-bus runs twice weekly to Cruz Grande (4 hours).

Hotels :—Gran (40 beds), $10–20 ; Serena (26 beds), $15.

Lebu, a coal port 80 miles south of Concepción, at the mouth of the River Lebú, has a population of 4,000. Local railways serve the coal-mines in the vicinity, and run daily trains to Puerto Peleco on the highly-picturesque Lake Lanalhue, which lies 23 miles south of Lebú.

Hotels :—Central (30 beds), $15 ; Aleman (15 beds), $15.
Rail :—To Talcahuano, Tomé, Penco and Valdivia weekly.

Linares, capital of the province of Maule, has 12,000 inhabitants, and is 31 miles from Talca.

The Panimávida springs and baths, picturesquely situated on the foothills of the Andes in the central Chilean valley, are 17 miles distant. The hot springs are medicinal.

Hotels :—Panimávida (high-class), Lazari.

Llay-Llay, a railway junction midway between Valparaiso and Santiago, is an old town of 5,000 population, situated about 1,300 feet above sea-level. The new station at the adjoining place, Las Vegas, has replaced Llay-Llay as the junction for the Trans-continental route.

Los Andes, in the agricultural and vine-growing district of Aconcagua, has a population of 10,000. It is the terminus of the Transandine Railway, giving railway connection with Argentina.

Hotel :—Hispano-Americano, $15 dinner, bed and breakfast.

Los Angeles, capital of the province of Bio-Bio, with a population of 13,000, has a certain commercial importance. Concepción (73 miles), the nearest port, is connected by rail. Santiago is 347 miles north.

Lota, a large coal-shipping port, on the Bay of Arauco, south of Coronel (5 miles) and Concepción (21 miles), is a coal-mining centre with 25,788 inhabitants. It can be conveniently visited by train from Coronel.

In the neighbourhood is the famous Cousiño Park, one of the sights of Chile. The management and organization of the Cousiño mines are of extraordinary interest.

Landing :—Shore boat.
Rail :—To Coronel (20 minutes), and Concepción (1½ hours) daily.
Hotel :—Comercio (35 beds), $15–25.

Mejillones, on the coast, 37 miles north of Antofagasta, with 4,000 inhabitants, principally exports minerals. It has a good natural harbour, protected from westerly gales by high hills. It is connected by rail with Antofagasta (train Sunday, Monday, Wednes

day, in each direction), and with Bolivia, once a week in each direction.

Shipping :—N.Y.K. vessels may call on northward voyages.

Osorno, capital of its Department, is 590 miles by rail south of Santiago, and 80 ft. above sea-level. The city was founded in 1558 and quickly became one of the principal Chilean towns. The streets and buildings retain much of their colonial character. There are local industries of some importance, largely the creation of German settlers. Population, 13,000. Osorno may be visited en route to Puerto Varas and the Chilean Lakes, and is about 20 hours' train journey from Santiago.

Hotels :—Osorno (60 beds), $12–15 ; facing the Plaza de Armas ; Hotel Burnier (60 beds and baths).

Excursions :—(1) Motor to Octay, on the shores of Lake Llanquihue ; trips can be made from Octay by steamer on the lake, or the road followed along the lake side ; (2) to the Pilmaiquen waterfall, and thence to Lake Puyehue and the thermal waters ; (3) motor to Rio Bueno, celebrated for its scenery, and to La Union ; (4) motor to Trumao, a river port on the Rio Bueno, whence a steamer may be taken to the sea ; (5) motor to Rio Negro and Riachuelo ; (6) motor along International Highway via Perez Rosales to Lake Todos los Santos. Other excursions can be made to San Juan de la Costa, and to Lake Rupanco.

Ovalle, 70 miles south of Coquimbo and served thrice a week by trains from that point, is at the junction of a 50-mile line to the coast at Tongoy. It is the centre of a fruit and wool-growing district. Population, about 10,000.

Hotel :—France.

Air Services :—See under Air Section.

Puerto Varas, a beauty spot of about 4,000 inhabitants, stands on the edge of Lake Llanquihue, and near the Osorno, Tronador, and Calbuco volcanoes. It is in the Chilean "Switzerland," 650 miles from Santiago upon the Southern line. The journey may be made by Pullman. (See The Chilean Lakes, p. 247).

Hotels :—Bellavista (80 beds), $20–35 ; Ensenada (10 beds), $15–20.

Rancagua, with a population of 22,060, is on the Southern Railway, 165 miles south-east from Valparaiso, or 51 miles south from Santiago. A battle fought in its streets in 1814 is its chief title to historical interest. The pursuits of the town are agricultural, although it serves also the Teniente mining area, 20 kilom. by rail. The Cauquenes thermal springs are near at hand. The town is reached in an hour and a half by rail from Santiago.

Hotels :—España, Central, Estación, Santiago.

Rio Blanco, in the Cordillera, 35 miles from Los Andes up the Aconcagua River, is served by daily trains from Los Andes. The surroundings are mountainous, with good walks and rides. Good fishing is to be had, and a fair amount of society in the season September-April.

Hotel :—Rio Blanco (70 beds).

San Antonio, 40 miles by sea south of Valparaiso and 70 miles by rail from Santiago, is the nearest port to the capital. The port works include a 1,650-yard jetty. Its shipping shows a considerable growth, more or less at the expense of Valparaiso. There are direct rail connections with Santiago, Talagante, and the Central Valley.

The town is a popular holiday resort for Santiago residents, and

has 3,000 inhabitants. **Cartagena,** 5 miles distant, with good hotels, is also a favourite playground for Santiago residents. **Llolleo** (2½ miles) is a summer resort, also with hotels.

Hotels :—San Antonio, Jockey Club, Cartagena, Francia, Llolleo, Gran.

San Felipe, capital of Aconcagua province, 80 miles north-east of Valparaiso, is an agricultural centre with 12,000 inhabitants. The climate is agreeable, for the city is 2,250 feet above sea-level. It is connected by rail with Valparaiso, Santiago, and Los Andes for Argentina, and is one hour by motor from Jahuel.

Hotel :—Europa (100 beds).

San Fernando, capital of the province of Colchagua, has 10,000 inhabitants, and is 83 miles from Santiago and 197 miles from Valparaiso. It is situated in a broad and fertile valley at 1,000 ft. altitude. It was founded 1742, and still retains the colonial character.

Hotels :—Marcano, Estación, Comercio.

Talca, on the Claro River, population 45,233, trades principally in cereals and wines. It is connected by rail with Santiago (155 miles), Concepción (52 miles), and Constitución (56 miles). The city is the most important in the Central Valley, and is a manufacturing centre. It was founded in 1692, and has historical and cultural traditions of which the inhabitants are proud. A Museum of Fine Arts, containing sculpture, painting and curios was opened in 1929. A golf club has been founded. There is a Stadium, with fine swimming baths, a football ground and a cycle track. The city was completely rebuilt after the earthquake of 1928, and is now provided with ample open spaces and parks.

Among the local manufactures are biscuits, tobacco and cigarettes, matches, conserves, dried meats, flour milling, footwear, tanning, and furniture.

Hotels :—Talca (60 beds), $12–25 ; Mundial (40 beds), $12–16.

Talcahuano, the port of Concepción, is connected with that city by tram, road, and rail. A leading grain and export centre and a naval station, its dry docks accommodate vessels of 30,000 tons. The population is 35,000. It is about eleven hours (363 miles) by rail from Santiago, and 240 miles by steamer from Valparaiso. Steamers call both upon their northward and southward journeys.

Landing :—By shore boat.

Hotels :—France (60 beds), $15–18 ; Astor (18 beds), $12–20.

Rail :—Daily trains to Valdivia and Santiago ; electric trams hourly to Concepción.

Taltal, a port in the province of Antofagasta 110 miles south of that city, has a population of 8,000, and is a nitrate centre. Railways join the oficinas with the port and connect at Catalina with the Northern Longitudinal system. There is a good road to Antofagasta.

Hotels :—Olimpia (7 beds), $15–18 ; Central (17 beds), $14 16. Several boarding-houses.

Temuco, capital of the rich agricultural province of Cautin, is 430 miles south of Santiago or 108 miles north of Valdivia. This

Cathedral city of 37,987 inhabitants has been considerably improved in recent years and ranks among the most important centres of activity in the south. Wheat, barley, oats, timber and apples are the principal products of the district. Native Indians make this their market town. It is the headquarters of the South American Missionary Society and the American Baptists, whose public schools are filled from all parts of Chile.

Hotels :—Central (110 beds), $20–30; Terraz (50 beds), $15–30; Continental (60 beds), $14–25; Temuco (65 beds), $14–22.

Rail :—Daily to Talcahuano; three times a week to Pto. Montt.

Tocopilla, in Antofagasta province, population, 6,000, is chiefly concerned with shipping nitrate, iodine, and copper ore. Good roads connect the town with Antofagasta, Iquique, and Chuquicamata.

Hotels :—America (35 beds), $20; Palace (20 beds), $12.

Rail :—Train to Toco bi-weekly connecting with the Longitudinal Railway, and Antofagasta, Bolivia, Valparaiso, Santiago, and Iquique.

Shipping :—Calls by P.S.N.C.; N.Y.K. vessels may call on northward voyages.

Air Services :—See under Air Section.

Valdivia stands on the river of the same name, at the confluence of the rivers Calle Calle and Cruces, and 11 miles from its mouth. The city, 440 miles from Valparaiso by sea and about 21 hours by rail from Santiago, has the best shipbuilding yards in the Republic, and turns out 1,000-ton vessels. The name is that of the founder, Pedro de Valdivia, who established the city in 1552. In 1820 Valdivia was stormed by Lord Cochrane in command of the Chilean squadron. The climate is humid, and vegetation is abundant. It has a population of 36,218, including many of German descent. There are many factories and industrial works. A large part of the foreign commerce of Southern Chile is transacted in Valdivia. The city is accessible to craft of 800 tons, and is served by river steamers. Chilean steamers sail frequently for Valparaiso (five days). The Pacific Steam Navigation Company's intermediate motor-vessels call at Corral, and discharge into lighters for Valdivia. A road 25 m. long connects Valdivia with La Union. The blasting of Los Raices tunnel in the Andes presages the completion of a transcontinental railway connecting Valdivia with Bahia Blanca (Arg.).

The district has much natural beauty. The beach, ruins, and surroundings of Niebla should be visited, as well as the various rivers.

Hotels.

Name and Address of Hotel.	Beds.	Tariff per Person per Day.
Gran Hotel Schuster, Calle Maipu	120	$18–30
Hotel Carlos Bussenius, Plaza de la República ..	60	$15–16
Hotel Haussmann, Calle Picarte	40	$14–20
Hotel Risco, Calle Independencia	—	—

Rail :—Daily to Santiago; connection via Antilhue to Puerto Montt thrice a week.

Villarica, 60 miles from Temuco and 650 feet above sea-level, is accessible with some difficulty by motor. It is visited for its fly fishing, the beauties of its lake (21 miles long), and snow-capped volcano. A steamer and motor launches ply upon the lake and the conditions for fishing are unequalled elsewhere.

Hotels :—Bellavista ; Pucón.

Vicuña, 50 miles west of Coquimbo upon the railway to Rivadavia, 2,000 ft. above sea-level, with mines, vineyards and orchards in the vicinity, has a population of 3,000. Trains run to Coquimbo four times a week.

Zapallar, on the coast and five hours by train from Valparaiso or Santiago, is accessible also by an all-day motor journey over good roads through impressive scenery. The bathing is excellent, both here and at Papudo. The resort is fashionable.

Hotels :—Gran Hotel (Tel. Zapallar), 200 beds ; Papudo Hotel (Tel. Catapilco 5), 180 beds ; Palace.

Excursion from Valparaiso.

Juan Fernandez (" Robinson Crusoe " Island) : Each February a vessel of the Pacific Line belonging to the home service makes a special trip from Valparaiso to Juan Fernandez, as part of the annual January to March tour round South America. The island is 365 miles west of Valparaiso. The round voyage from Valparaiso occupies three days, and allows 15 hours ashore.

Fernandez discovered the group of three islands in 1574. One of them was the home of Alexander Selkirk, 1704-09, whose cave upon the beach of Más a Tierra island is shown to visitors. Defoe based his romance upon his adventures. The main island has 300 inhabitants, living in log huts, and gaining their living by fishing. It has a church, schools, post office, and wireless station. The little town of San Juan Bautista furnishes lobsters to the mainland.

The anvil-shaped peak, El Yunque, forms a landmark, and upon this mount Selkirk lit his signal fires. A tablet was set in the rock at Selkirk's look-out by British naval officers in 1868. The climb to this point is rewarded by a memorable view.

Santa Clara, an islet, adjoins the main island. The third of the group, Más Afuera, about 90 miles seaward, has peaks 5,000 feet high.

The island last-named has served at times temporarily as a penal colony for political prisoners deported from the mainland.

Fare :—Valparaiso to Juan Fernandez. $50 first-class for the round trip ; $60 for single-berth cabins (U.S. currency).

PHYSICAL FEATURES.

Chile has been the recognized name of the country throughout known history. Situated between the Andes and the Pacific, Chile has an area of 289,810 square miles, and is bounded north by Peru, east by Bolivia and Argentina, and south and west by the Pacific The coast line is 2,800 miles and the average width of the country about 100 miles.

There are three chief regions : the deserts of the north, the arable lands of the centre, and the forest country of the south. To this may be added the Patagonian and Magellan area, sparsely populated, and suitable chiefly for sheep-rearing. Between the ocean and the Andes lies a fertile plain 620 miles long and 60 broad, sometimes styled " The Vale of Chile."

The agricultural portions are estimated at about 40,000 square miles, or nearly an eighth of the whole area. The rest of the country is mountainous, the Western Andes running east and the Cordillera Maritima westward.

The Chilean lateral range includes the great peaks of the Cerro Doña Ines (16,706 feet) and the Cerro Bolson (16,017 feet). The system is volcanic, and the Chilean Andes culminate in a peak of 23,380 feet, the mighty Aconcagua (actually in Argentina). In Central Chile the Uspallata Pass, between Santiago and Mendoza in Argentina, rises 12,780 feet above the sea. The famous " Vale of Quillota," between Santiago and Valparaiso, is extremely fertile.

The coast has a remarkably large number of islands and islets. Three separate groups are known as the Chiloé, Guaytecas, and Chonos archipelagos. The Diego Ramirez group is 63 miles west of Cape Horn. The greater part of Tierra del Fuego belongs to Chile.

The principal **rivers** have their sources in the Andes, flow west to the Pacific, and possess only short navigable channels. The rivers of the desert region, of which the longest is the Loa (1,253 miles), are lost in the sand before reaching the coast. The agricultural provinces are well watered by the Bio-Bio (220 miles), Maipo, Itata, and other streams. The southern areas of Chiloé and Magallanes have the Pudeto, Palena, Yelcho, and others. The waterfalls and rivers give unlimited hydraulic power, which is now being actively developed at several points.

Most of the **lakes** are in the south. The largest is Lake Llanquihue (200 square miles), and most of them drain westwards towards the Pacific through short and partially navigable rivers. In the far south occur the big fresh-water Laguna Blanca and the salt lakes, Otway Water and Skyring Water.

Climatic Conditions :—The climate of Santiago, Valparaiso and the central districts of Chile is exceptionally good. Frequent heavy rains occur at intervals from May to August, fine weather being the rule during the remainder of the year ; but as there is a very marked difference between the day and night temperatures, warm clothing is necessary even in summer. • Generally speaking light-weight English summer clothing is quite comfortable during the height of summer. Heavier clothing is necessary in winter (April—August), the coldest month of which is similar to the English November.

The north of Chile, the nitrate " pampa " district, is characterised by an almost entire absence of rainfall, considerable heat in summer, and milder winters.

In the south of Chile, where temperatures are lower, rainfall is bundant, and is well distributed throughout the year although

dry periods are frequently experienced.

The **snowline** diminishes in height southwards. At Antofagasta it begins at 16,500 ft.; at Aconcagua at 14,000; at Curicó at 11,000; at Bio-Bio at 6,500; at Llanquihué at 5,000; and in Magellan Territory at 3,300 ft.

Slight **earthquakes** occur frequently. Instruments record an average of two a day, with an average of two destructive shocks per annum.

The **seasons** are :—

Spring—September 21 to December 21.
Summer—December 21 to March 21.
Autumn—March 21 to June 21.
Winter—June 21 to September 21.

Summer Time—Daylight saving time is in operation from Sept. 1 to April 1.

The number of provinces has been reduced from the former 23 to 15, and in addition there are two territories. The existing divisions and population (1932) are :—

PROVINCES.

Aconcagua	463,544	Chiloé	183,499	Nuble	231,890
Antofagasta	178,765	Colchagua	295,971	Santiago	967,603
Atacama	61,098	Concepción	329,485	Talca	221,996
Bio-Bio	180,688	Coquimbo	198,336	Tarapacá	113,331
Cautin	383,791	Maule	197,468	Valdivia	236,115

TERRITORIES :—Aysen—9,711. Magallanes—37,913.

POPULATION.

The population at the census of 1930 was given as 4,271,398. The mass of the people are mestizos of mixed Spanish and Indian race. In the middle class foreign blood predominates. The upper class is of Spanish descent, with infusions of British, Irish, and other European races. The number of British residents is about 7,000.

GOVERNMENT.

Constitution :—The Chilean Constitution, as drawn up in 1833, was a compromise between the British and American models. After the Civil War of 1891 changes were instituted on the lines of the British Parliament. In 1923 and 1925 further changes were made. Under these :—

Executive authority rests in the President, who is elected for six years by direct vote at the polls. Civil and military appointments and the conduct of foreign relations are in the hands of the President, and Cabinet Ministers hold office at his will.

The Chamber of Deputies initiates all legislation, and the function of the Senate is revisionary. Plebiscites of the people are to be taken only in the event of a clash between Congress and the President upon questions of Constitutional reforms.

Education is formally recognized as one of the most important cares of the State, and the liberty of the Press and inviolability of the home are provided for. Church and State are separate, though the Catholic Church owns general allegiance.

PRESIDENTS SINCE 1914.

Juan Luis Sanfuentes	1915
Arturo Alessandri	1920
Luis Barros Bargoño (Vice-President in Office)	1925
Emiliano Figueroa	1925
General Carlos Ibañez	1927
Juan Esteban Montero	1931

PRESIDENT.

Don Arturo Alessandri.

Interior and Public Health	Alfredo Piwonka.
Finance	Gustavo Ross.
Foreign Affairs	Miguel Cruchaga.
Public Works	Domingo Santa Maria.
Defence	Emilio Bello.
Labour	Fernando Garcia.
Education and Justice	Domingo Durán.
Agriculture	Carlos Henríquez.

NATURAL RESOURCES

The chief **agricultural** zone extends from a little north of Valparaiso to Valdivia in the south. Agriculture is the principal industry, and the country should be self-supporting in respect of food, but large quantities of rice, sugar, and beef are still imported. This productive land actually imports more food than it exports. Production is still carried on largely by primitive methods, extensive rather than intensive. There are probably 95 million acres of arable land, of which about 2,300,000 acres only are sown. About 2½ million acres are irrigated artificially. Approximately three-quarters of a million acres of grass land are under alfalfa and clover, and about 90,000 acres are planted with fruit trees.

The following table shows the area under wheat, barley, and oats for three successive years, and the harvest from each in metric quintals :

Year	Wheat		Barley		Oats		Maize	
	Hectares	Metric Quintals	Hectares	Metric Quintals	Hectares	Metric Quintals	Hectares	Metric Quintals
1930-31	651,406	5,767,004	67,247	843,830	77,939	741,517	37,195	687,570
1931 32	614 021	5,766,243	43,033	674,272	67,308	714,560	44,596	749,611
1932–33	593,123	7,107,200	62,649	1,350,600	69,315	—	—	—

Exports, 1931 : oats, 60,674 tons ; wheat, 1,118 tons ; barley, 14,778 tons. 1932 : oats, 12,608 tons ; barley, 19,805 tons ; bran, 25,536 tons ; wheat flour, 1,075 tons.

The internal consumption of wheat is roughly 6,794,000 metric quintals per annum. In 1932 there was a serious shortage which had to be made good by large imports. The 1932-33 wheat crop was estimated at 7,100,000 quintals.

Fruit farming has undergone development especially in the region extending about 200 miles north and south, with Valparaiso as its

centre, and near Valdivia in the south. Fresh, dried, canned and preserved fruits are all exported. Peaches (13,000 tons), pears, plums, apricots, melons and water melons of delicate flavour are the typical produce of the central region. " Honey Dew " melons were introduced a few years ago. The experiment has been highly successful. They are now exported in considerable quantities to the U.S.A., where they find a ready market, as they arrive during the northern winter. Apples (16,000 tons) form the most important crop in the south, where also soft fruits—strawberries, raspberries, loganberries and currants—flourish. Tropical fruits like the chirimoya and alligator pear are grown on a certain scale in the northern part. Chilean walnuts have established themselves in favour abroad and are exported in quantities of 2,250 tons annually. Almonds, olives, cherries, oranges (160,000 trees), and lemons (115,000 trees), are all cultivated.

Dried fruits of excellent quality are prepared in the Coquimbo district. Stoned peaches (descarozados) are exported to Uruguay and Argentina (1,209 tons in the year 1932). Unstoned peaches (huesillos) representing 1,600 tons, are consumed locally. Raisins are shipped to Ecuador, Peru, and occasionally the United States. The crop is estimated at 1,292,000 lb. About 1,200 tons of melons are exported each year.

Efforts are being made by the Government to improve the standard of Chilean fruit and to increase the export. A special department of the Ministry of Foreign Affairs has been created, whose duties include that of raising the standard of quality, packing, and storage. A service of inspection and control of fruit exportation has been established in the principal ports. Special attention has been paid to apples, which are already exported in considerable quantities. They are expected to be of even greater importance in the near future when packing methods are perfected.

Grapes are grown in large part for the wine industry, which is o increasing importance. The grapes are reputed the best in South America. There are 200,000 acres of vineyards, yielding about 6,000 tons of grapes.

Particular attention has been directed by the Government to the development of the rapidly growing **wine** industry. A ministerial decree has made provision for the establishment of a series of fiscal bodegas in the chief wine-growing districts.. Ten of the leading producing areas are to possess bodegas of 50,000 hectolitres capacity, while eight other districts will have bodegas of half that capacity. Large terminal wine depots are to be established at Valparaiso San Antonio, Constitución, and Talcahuano. All the bodegas are to be constructed on modern principles and equipped with up-to-date apparatus for handling and classifying the wines. Production : 1930-31—2,423,726 hectolitres ; 1931-32—2,411,124 hectolitres ; 1932-33—2,370,000 hectolitres. Exports : 1931—46,249 hectolitres ; 1932—58,898 hectolitres.

Vegetables :—Lentil cultivation has been found profitable and markets have been established in the United States and in Europe, where the large size, good flavour and tenderness of the cooked article have earned special favour. Beans are exported on a large scale

to the United States and many varieties are grown. The onions are large, like the Spanish variety. The areas (in hectares), devoted to vegetable cultivation are as follows: kidney beans, 100,466; potatoes, 55,803; bastard chick peas, 29,237; lentils, 17,400; chick peas, 7,348. Exports, 1931: kidney beans, 15,341 tons; peas, 7,162 tons; lentils, 9,888 tons; onions, 538 tons. 1932: kidney beans, 7,987 tons; peas, 5,460 tons; lentils, 7,247 tons; onions, 8,294 tons.

Cane **sugar** is planted experimentally at Coquimbo, and sugar beet in the Valdivia and Chiloé regions. Sugar is imported largely from Peru.

Tobacco is grown chiefly in the Aconcagua valley and the central region. The area under cultivation in 1932-33 was 2,151 hectares. In 1931-32 over 3,811 metric tons of tobacco were produced.

The exports of **honey** in 1930 amounted to 1,576 tons, and of beeswax to 191 tons. Exports, 1931: honey, 1,320 tons; beeswax, 170 tons; 1932: honey, 2,370 tons; beeswax, 380 tons.

Chile's foreign trade in **quillay** (soap bark) is expanding rapidly. Germany receives annually about half of the quillay sold abroad. Great Britain, France, and Spain also are important markets. Quillay alone constitutes approximately 93 per cent. of Chile's total foreign trade in crude drugs and botanicals. Exports: 1931 (crude), 1,683 metric tons; 1932, 2,976 metric tons, valued at 1,644,113 pesos; (refined), 1932, 280 metric tons, valued at 18,297,892 pesos.

Chilean **livestock** in 1930 included 2,322,633 cattle, 5,855,370 sheep, 750,879 goats, 327,553 pigs, and 411,461 horses. Sheep are farmed predominantly in the Magellan territory, the source of large exports of mutton, wool, and sheepskins. Cattle are killed for home consumption and their hides are exported.

Irrigation:—Estate owners have carried out private works to irrigate about 3 million acres, and the area is being increased to 4 million acres by works in which the Government is sharing the cost with landowners. An important scheme, known as the Laja Canal, has been completed in Bio-Bio Province. Others on the Maule, Melado, and Aconcagua rivers are under construction as well as the damming of the Cogoti and Lautaro rivers.

Colonization:—Colonists of German, Russian and Polish nationalities have been settled in the country of recent years, but it has now been decided to discourage immigration until all Chileans at present unemployed find work.

Fisheries:—Fish of excellent quality and over 260 varieties abound within 30 miles of the long sea coast, affording opportunity for a much enlarged fishing industry. The species include haddock, soles, conger, and fish unknown to northern waters, as well as anchovies, oysters, and lobsters.

The total catch of edible fish is given at about 20,000 tons a year. Seals and sea otters are taken in Magellan Territory to a total of 1–2,000 head per annum.

The Chilean whaling industry is in a bad way, owing to the fall

in the price of oil. Production is restricted. At present work is only being carried on at the base at Corral, in the South of Chile.

FOREST PRODUCE.

Timber :—The southern zone is forest-covered from latitudes 37° to 44°, within an area of 75,000 square miles, equivalent to one-fourth of the whole country. Timber is grown outside these limits, but not to such purpose either in quality or quantity. Details of certain principal kinds are given from a British Consular report :—

Rauli (*Nathofagus procera*).—One of the most important classes of timber abounds in Cautin and Malleco provinces. The wood is red, veined, medium in weight, free from knots, and quick drying. It is excellent for making barrels. Well selected, it makes a first-class parquet.

Roble Pellin (*Nathofagus obliqua*).—This red oak exists between latitudes 38° and 42°. The wood matures slowly and is used for beams in building barges and for railway sleepers.

Alerce (*Fitzroya Patagonia*).—Thrives in the swampy districts south of Valdivia. Specimens are found measuring 60 ft. high by 5 ft. diameter. The wood is not affected by moisture, and is largely used in the south of the country for roofing purposes.

Coicue (*Nathofagus Dembeyi*).—Abundant in the southern regions, is used for all kinds of construction, including railway sleepers.

Cypress de Cordillera (*Libocedrus Chilensis*).—Is found from latitude 30° south light in weight and pale yellow in colour, it is used largely for furniture.

Cypress de Guaytecas (*Libocedrus Tetragon*).—Found to the south of Valdivia, and in enormous quantities on the islands between 42° and 46°. The wood is hard and very resistant against water, making it suitable for sleepers in swampy districts.

Lingue (*Persea Lingue*).—Found from Llanquihue in the south and as far north as Atacama, is used principally for furniture. It possesses a rich coloured vein and, when varnished, it imitates fine woods like walnut, jacaranda, and cedar.

MINERAL WEALTH.

The chief mining country in South America, Chile is answerable for some two-thirds by value of the whole continental output of minerals and metals.

The **nitrate** of sodium deposits are still the most prolific source of mineral wealth. The deposits, however, no longer command a monopoly of the market for fixed nitrogen. Synthetic processes of manufacture carried on in Europe and the United States supply a large part of the demand. Twenty years ago Chile supplied 75 per cent. of the total volume of nitrogenous fertilizers to the whole world, but this proportion has now shrunk to 10 per cent., and the number of workmen employed in Chile has fallen from 61,000 in 1927 to 7,300 in 1932.

Nitrate is chiefly found in the desert tracts of Tarapacá and Antofagasta, ceded to Chile after her victory over Peru and Bolivia in 1883. It is to the almost rainless character of these lands that the existence of the great beds of caliche is due. The nitrate zone has a coast line of about 450 miles.

The Tarapacá nitrate field, the first to be exploited, is served by the ports of Pisagua, Junin, Caleta Buena, and Iquique. The Tocopilla deposits are near the port of that name. The Aguas Blancas field lies south-east of Antofagasta, and there are large workings between the point last named and Mejillones, and others at Taltal.

The gigantic combine known as " Cosach," comprising a partner-

ship between the Chilean Government and the majority of the nitrate companies, was legally constituted on March 21st, 1931, with a capital of £75,000,000. This combine was liquidated by the Government in January, 1933, and a period of reorganisation on a new basis has ensued.

The outstanding point of the reorganization is the creation of "Nitrate and Iodine Sales Corporation." Such Corporation has a monopoly of the nitrate and iodine sales, all production being sold to the Corporation at cost. Also all stocks on hand will be sold to the Corporation. The Corporation pays to the Government 140,000,000 pesos per annum as the State's share in the scheme. The other producers receive their shares in proportion to production. The Lautaro and Anglo-Chilean Companies are restored to complete independence, and will make their own arrangements with their creditors.

Production during the nitrate years 1929-30, 3,000,000 metric tons; 1930-31, 1,575,000 metric tons; 1931-32, 1,067,000 metric tons.

Exports during the nitrate year 1929-30, 2,199,000 metric tons; 1930-31, 1,681,000 metric tons; 1931-32, 920,000 metric tons.

About 90 per cent. of the world's consumption of **iodine** is produced in Chile. This element is a by-product of the nitrate trade, and its recovery from the caliche is governed by market considerations. Exports (value): 1930, 19,624,000 pesos; 1931, 8,513,000 pesos; 1932, 260 metric tons valued at 18,295,892 pesos.

Copper, a product of the mountains of northern Chile, has been worked for over three centuries and with the introduction of large-scale methods has become the second mineral industry of the country, even as Chile has become the second copper-mining country of the world. Here, as in Peru and Bolivia, small proportions of gold and silver are found in association with the ore. The mineral is shipped in the raw state, as concentrates, bars and ingots, and from two works in the refined electrolytic form. Copper export forms an important part of the work of such nitrate ports as Antofagasta and Tocopilla.

The three American-owned companies, the Andes Copper Company, the Chile Copper Company, and the Braden Copper Company, are responsible for 90 per cent. of the output. The first two belong to the Anaconda group and the third to the Guggenheim interests.

The production of bar copper in 1932 was 103,100 tons, as compared with 223,516 tons during 1931. Exports of copper, 1932, crude mineral, 53,090 quintals, valued at 543,665 pesos; concentrates, 176,710 quintals, valued at 4,671,942 pesos; precipitates, 1,173 quintals, value at 33,720 pesos; bars, 1,207,117 quintals, valued at 135,183,435 pesos.

Iron exists in the provinces of Coquimbo, Atacama, Valdivia, Cautin, Santiago, Aconcagua, and Valparaiso. Both hematite and magnetite are worked. The phosphorus content is low, and the ore yields some 67 per cent. Deposits are worked at Tofo (Coquimbo), and the output is shipped from Cruz Grande, a port specially equipped for the traffic, by the Bethlehem steel interests. Dutch and German interests are concerned in the new development of large deposits of ore at Algarrobo near Caldera, but these may be taken over by the Bethlehem Company. Production was stopped in June, 1932, but was started again at the El Tofo mine in June,

1933. It is expected that 48,000 tons of iron will be produced annually.

The Government is supporting a scheme for rendering the country independent of steel and iron imports by establishing an electro-metallurgical works near Valdivia.

Chile is one of the few South American sources of **Coal,** and the supplies of 1¼ million tons per annum are obtained predominantly from the surroundings of Concepción and notably from Lota, Coronel, Lebu, Penco, Curanilahue, Collico, and Talcahuano, where the mines have the advantage of sea and railway transport. The principal, or Cousiño, mines near Lota are highly equipped and have a daily output of 2,000 tons. There are workings also near Valdivia and at Loreto, Magellan Territory. The total output in 1931 was 1,107,744 tons, and in 1932 was 1,085,200 tons.

Chilean coal is soft, but of good quality, and has a high content of volatile gases; it is thought that sooner or later it will be turned to good account by a low temperature distillation process.

Silver is mined at Serena and Taltal, but production has steadily decreased, and one of the most important silver producing countries during the past century finds its silver industry dwindling to practically nothing. The greater part is now derived from other minerals in the process of refining. In the last five years production figures (in tons) have been: 1928, 39,000; 1929, 46,788; 1930, 26,436; 1931, 9,960; 1932, 3,228.

The depreciation in the value of the currency has given a great impetus to the **gold** mining and washing industry, which had previously been gradually declining in importance. A large number of the unemployed has been absorbed by this industry. Gold production rose from 380 kilos in 1931 to 1,187 kilos in 1932 (866 from mining and 321 from washing). There has been a further large increase in 1933.

Petroleum is being diligently prospected in Magallanes, but with no favourable results so far.

Manganese is worked about 50 miles from Coquimbo. The only lead company, operating near Ovalle, has gone into liquidation.

Molybdenum occurs near Valparaiso and in Tacna province, and at Vallenar, Santiago, and Coquimbo. The main deposits are at Campanani, near Arica.

Other minerals found in Chile include lead, aluminium, plumbago, manganese, bismuth, cobalt, saltpetre, potassic salts, mercury lime, apatite, mica, zinc, kieselguhr, and clay.

Sulphur of high grade is worked at Coquimbo, Atacama, Antofagasta, and Arica, and is exported to neighbouring Republics. The northern deposits are the more important, and seven of the principal properties in Tarapacá and Antofagasta provinces are credited with an aggregate reserve of 5½ million tons. The average annual production is some 15,500 tons.

These deposits have been acquired by an English company. Modern machinery is being installed and it is hoped to increase the production to 25,000 tons and eventually to 50,000 tons a year.

Of this about 12,000 tons is required for home consumption.

Common salt is found abundantly, but only the domestic market is supplied. The Punta de Lobos deposit is extensive.

INDUSTRIAL DEVELOPMENT.

The factory output in Chile has increased during the past ten years from £25,000,000 to nearly £50,000,000. Chilean manufacturers concern themselves chiefly with the production of low-priced goods, for which there is a brisk enquiry. Progress is to a great extent due to the readily available supply of motive power for machinery, especially electric energy. No fewer than 3,000 factories use electricity in the region of which Santiago and Valparaiso are the chief centres.

The protective policy of the Government, although without direct advantage to the primary industries of mining and agriculture, has made secondary and other industries remunerative. The more important of them employ Chilean products as raw material, and enjoy in that way an advantage which is to some extent offset by the scarcity of skilled labour. An important part of the wool clip is converted locally into woollen and worsted cloth. The cotton industry is large and the silk trade considerable. The tanneries have an annual output of leather estimated at £3 millions, and they supply the numerous boot factories. Furniture making and woodworking accounts for about £4 millions per annum. Wood pulp and paper are produced from Chilean lumber. The cement output is nearly 140,000 tons annually. Explosives are manufactured on a large scale at Calama for the service of the mining industry. Brewing for home and export is an important business. Sugar-refining, glass-making, soap, hat, and tobacco manufacturing are all considerable businesses. Railway trucks are now built on a large scale for the national railways. Iron and steel products, mineral waters, wines and spirits are all produced locally, and the paper, cloth, wool, cardboard sheeting and box making industries are prospering. A factory is being erected at Santiago for the manufacture of all classes of sacks from national products, such as hemp and flax. At Valdivia the first national iron smelting establishment has commenced production.

The Curtiss Wright Corporation has opened an aircraft factory at Los Cerrillos, close to Santiago, with an initial capacity of 50 aeroplanes per year. A Chilean staff is employed.

There are 5,585 manufacturing establishments throughout the Republic, with a capital of 1,466,587,000 pesos, employing 296,201 people (204,856 men, and 91,344 women).

Foreign Capital:—£93 millions of British capital invested in Chile are quoted upon the London Stock Exchange, chiefly in Government, railway, and nitrate securities.

United States capital has been invested upon an especially large scale in Chile, and the total is computed at £140 millions.

There is a **British Chamber of Commerce** in the Republic of Chile (Incorporated), Valparaiso, Calle Blanco, No. 853, with branches at Concepción, Talcahuano, and Magallanes (Punta Arenas).

FOREIGN TRADE.

Year	Exports	Imports
	Pesos	Pesos
*1932	290,493,969	213,785,818
1931	926,400,000	708,800,000
1930	1,328,100,000	1,400,100,000
1929	2,293,700,000	1,617,600,000

* Peso = 6d.

Great Britain supplied 15.7 per cent., the U.S.A. 40 per cent. of imports in 1931; Great Britain took 5 per cent., and the U.S.A. 30 per cent. of the exports.

NATIONAL DEBT.

At Sept. 1, 1932 :—

External Debt	(Direct Debt)	2,430,829,002 gold pesos.
,,	,, (State Guaranteed) ..	1,155,460,978 ,, ,,
Internal	,, ...	934,119,058 pesos.

In August 1931, the Chilean Government declared a moratorium on the foreign and internal debt.

Internal Communications :—The roadways extend some 24,400 miles (20,000 of unimproved earth) and are especially good in the central valley from Santiago to Temuco, where they serve in conjunction with the Longitudinal Railway. The road and bridge system is being extended southwards from Arica *via* Santiago to Puerto Montt (2,000 miles); and in the nitrate zone. Road construction, in the official view, is of greater importance than railway extension and large sums are being devoted to road making.

The State or Longitudinal Railway, extending nearly 2,000 miles north and south, has branch lines of about 1,200 miles. In all, the various railways have a mileage of some 6,752. New railway developments, which will involve the laying of about 946 kilometres of line are projected. The most important proposals are for two Transandine connections, one in the north to link up Antofagasta with Salta in the Argentine, and another, in the south, passing through Lonquimay.

CURRENCY AND MEASURES.

The currency was re-established upon a gold basis on January 11, 1926, with the **peso** (=6d.) as the unit. The law providing for changes in the coinage of the country became effective in November 1928. Currency in circulation consists of paper issued by the Banco Central in notes of the value of 10,000, 5,000, 1,000, 500, 100, 50, 10, 5 and 1 pesos; silver 1 peso; nickel, 1 peso, 20, 10 and 5 centavos; gold coins of $10, $50, $100 (but not in circulation).

The abbreviation m/c (moneda corriente) usually follows the amount. Chile abandoned the gold standard in 1932, and the peso was officially quoted at 4d., or $16.50 Chilean, to $1 U.S.

The **metric** system is obligatory, all other measures being excluded by law. Local use is made of the Spanish quintal, which equals 46 kilos, or 101·41 lb.

PUBLIC HOLIDAYS.

January 1	New Year.	August 15	The Assumption.
——	Good Friday.	September 18	Independence Day.
——	Easter Eve.	September 19	Army Day.
——	The Acension.	October 12	Discovery of America.
May 21	Navy Day.	November 1	All Saints' Day.
——	Corpus Christi.	December 8	Immaculate Conception
June 29	SS. Peter and Paul.	December 25	Christmas Day.

THE PRESS

SANTIAGO daily papers :—"La Nacion," "El Mercurio," "El Diario Illustrado," "Las Ultimas Noticias," "Los Tiempos," "El Diario Oficial," "La Opinión," "El Imparcial."

VALPARAISO daily papers :—"El Mercurio," "La Union," "La Estrella," "El Heraldo."; weekly : "The South Pacific Mail" (English language) ; monthly : "Caminos y Turismo" (official organ, Asociacion de Automovilistas).

POSTS AND TELEGRAPHS.

Inland letters within the Department, 10 centavos per 20 grammes; outside the Department, 20 centavos per 20 grammes ; inland book post, 10 centavos per 50 grammes ; sample post, 30 centavos per 50 grammes. Chilean newspapers posted by their publishers—free.

Postage from Chile to other countries in S. America, Central and N. America, except Canada, Guayanas, and European West Indies, 25 centavos, or by air, $3.60 extra. To rest of the world, 70 centavos, or by air $6.40 extra.

Outward **mails** to Europe, etc., are dispatched : (i) *via* the Andes and Buenos Aires ; (ii) by Pacific Steam Navigation Line, *via* Panamá, at intervals ; and (iii) *via* United States. Correspondence for Magallanes from U.K., unless specially addressed, is dispatched *via* Buenos Aires.

Postage from U.K. to Chile, 2½d. first ounce, 1½d. each ounce after. Letters from the United Kingdom dispatched *via* France by air mail require additional stamps at the rate of 5s. 6d. per half ounce.

Ordinary **telegrams** (Spanish), 12 centavos per word ; urgent telegrams (Spanish), at triple rates. Telegrams in code or foreign languages are charged triple rates.

About 10,511 miles of telegraphs, with 427 offices, are owned by the State. Other telegraph lines amount to 8,597 miles. The telephones are in the hands of private companies. There is a **wireless telephone** service to most European capitals, the United States, Canada, Mexico, Cuba, Argentina, Uruguay, etc. Great Britain is in telephonic communication with Santiago, Valparaiso, Vina del Mar, Concepción, San Antonio, Talca, Temuco, and other towns in Central Chile. A commercial radio service operates between Santiago and Magallanes.

There is a chain of **wireless** stations at Arica, Antofagasta, Coquimbo, Valparaiso, Talcahuano, Punta Arenas, and Juan Fernandez. The numerous other subsidiary stations are in intermittent work.

There are international radio stations at Quilicura and Cisterna, operated direct from the Transradio Company's Santiago office.

Broadcasting is carried on by three large stations operated by the chief daily newspapers, which can be used for advertising purposes, and by a number of smaller stations.

BRITISH EMBASSY AND CONSULATES IN CHILE.

The letter (M) denotes that the Consular Officer holds a Marriage Warrant. Members of the Diplomatic Service do not require Warrants.

RESIDENCE.	RANK.	NAME.	CONSULAR DISTRICT.
Santiago ..	Ambassador Extraordinary and Plenipotentiary.	Robert Carminowe Michell.	—
	First Secretary ..	Geoffrey H. Thompson, C.M.G.	—
	Comml. Secretary	A. J. Pack, O.B.E.	—
Santiago ..	Vice-Consul ..	C. G. Kemball	—
Antofagasta ..	(M) Consul ..	J. Bowering (Act.) ..	Provinces of Antofagasta and Tarapacá.
Iquique ..	Vice-Consul ..	N. J. M. Clarke (Act.) ..	
Arica ..	Vice-Consul ..	L. C. Richards	
Taltal ..	Vice-Consul ..	A. Campbell	Provinces of Antofagasta and Atacama.
Tocopilla ..	Vice-Consul ..	Charles Wesley Nicholls.	
Valparaiso ..	(M) Consul-General	Douglas F. S. Filliter ..	Republic of Chile with the exception of the Provinces of Tarapacá, Antofagasta, and Atacama.
	Vice-Consul ..	—	
	Vice-Consul ..	M. Y. Watson	
	Vice-Consul ..	H. J. Mundy	
Coquimbo ..	Vice-Consul ..	W. M. Somerville ..	
Concepción, Lota and Coronel.	Consul	Edward Cooper, O.B.E.	
Osorno ..	Vice-Consul ..	S. Smith	
Magallanes	(M) Vice-Consul ..	H. W. Reid Brown ..	
San Antonio	Vice-Consul ..	J. E. Dutfield	
Talcahuano, Tomé and Penco.	Vice-Consul ..	A. E. Cooper	
Temuco	Vice-Consul ..	G. H. Caistor	
Valdivia and Corral.	Vice-Consul ..	H. Allen	

CHILEAN EMBASSY IN GREAT BRITAIN.

RESIDENCE.	DESIGNATION.	NAME.
London .. .. .. (3, Hamilton Place, W.1.)	Ambassador Extraordinary and Plenipotentiary	Juan Enrique Tocornal.
	Minister-Counsellor ..	Manuel Salinas.
	First Secretary of Embassy	Luis Renard.
	Second Secretary ..	Manuel Pereira.
	Commercial Secretary ..	Fernando Santa Cruz.
	Commercial Counsellor ..	J. Bittencourt.
	Commercial Attaché ..	Santiago Monk.
Liverpool .. .. .. Sefton Court Mansions, 17, Croxteth Gate.	Consul-General for the United Kingdom ..	Alberto Phillips.
	Consul Adscript	Luis Pardo Villalon.
	Consul Adscript	Bernardo Blejer.
	Chancellor	Miss E. D. Preston.
London .. .. .. 76, Victoria Street.	Consul	Humberto Videla.
	Consul Adscript	Sta. Olga de la Barra.
Glasgow	Consul	Sta. Ines Ortuzar.
Dublin	Consul	Ambrose Kelly.
Cardiff	Consul	Calixto Rogers.
Hull and Newcastle ..	Consul	Juan Guzman Cruchaga.

Information for Passengers.

Passengers for Chile are required to call in person at a Chilean Consulate for visa of their passports. Three photographs are required, and a written recommendation from a bank or other responsible firm, and a certificate of vaccination within the previous two years. Forms supplied by the Consulate have to be filled in triplicate, and these call for the names and addresses of two persons in Chile and known to the applicant.

First- and second-class steamer passengers are required to state the reason or purpose of their journey. Third-class passengers have to furnish evidence of ability to follow their employment, trade, or profession. A medical certificate of freedom from chronic, contagious, or incurable disease is necessary. Evidence of good conduct issued by a Justice of the Peace is required. In the case of British subjects Chilean Consuls dispense with a police certificate.

Chilean citizens need to produce their Cards of Identity. Foreigners returning after absence from Chile may receive special consideration in the absence of certain of the documents.

Passengers touring South America and visiting Chile for only a short space of time are absolved from the need of producing the certificates enumerated above, but not from filling the application forms or furnishing the specified photographs. This special visa is obtainable through the offices of the principal shipping companies.

Duty upon Baggage :—Ship captains are bound, under Chilean law, to require from passengers a written declaration specifying all articles included in their luggage which are not covered by the definition " baggage " (*equipaje*) of the Chilean Customs Tariff, and which are consequently not entitled as such to duty-free admission.

Guidance for Commercial Travellers.

British commercial visitors to Chile must register in the first town called at if they intend to remain 10 days or more in the country. In the larger cities, registration is made at the " Oficina de Identificación." Travellers, however, should not do business direct but should arrange for orders to be placed through a local agent, as substantial fees are payable for licences when there is no local representation. Such licences are required for each separate department visited and are obtainable from the municipality of the principal towns. The scale of fees is as follows :—

In towns of more than 40,000 inhabitants, $3,000.
In towns of more than 20,000 but less than 40,000, $2,000.
In towns of more than 10,000 but less than 20,000, $700.
In towns of less than 10,000, $600.

These amounts apply to businesses classified by the authorities as first category. They are subject to certain deductions for businesses classified in lower categories. The details are, however, unimportant, as the fees and formalities can be avoided by working through a representative in the country. The tax is payable half yearly, but travellers who remain six months or less pay one-half of the fees stated.

There are no special restrictions on travellers' samples, except that they must be declared truly on entry.

Business Hours :—The hours of business are generally longer in Chile than in the United Kingdom, the average hours being 9 a.m. to 7 p.m. There is, however, a two hours' interval at luncheon time and most business houses and banks observe this from 12.30 p.m. to 2.30 p.m. In Government offices the interval is generally from noon to 2 p.m. For practical purposes it may be said, therefore, that business is suspended from noon until 2.30 p.m.

Board, lodging, and the usual incidentals cost about 80 pesos a day. Tipping follows the usual 10 per cent. rule.

THE ARAUCANIAN INDIANS.

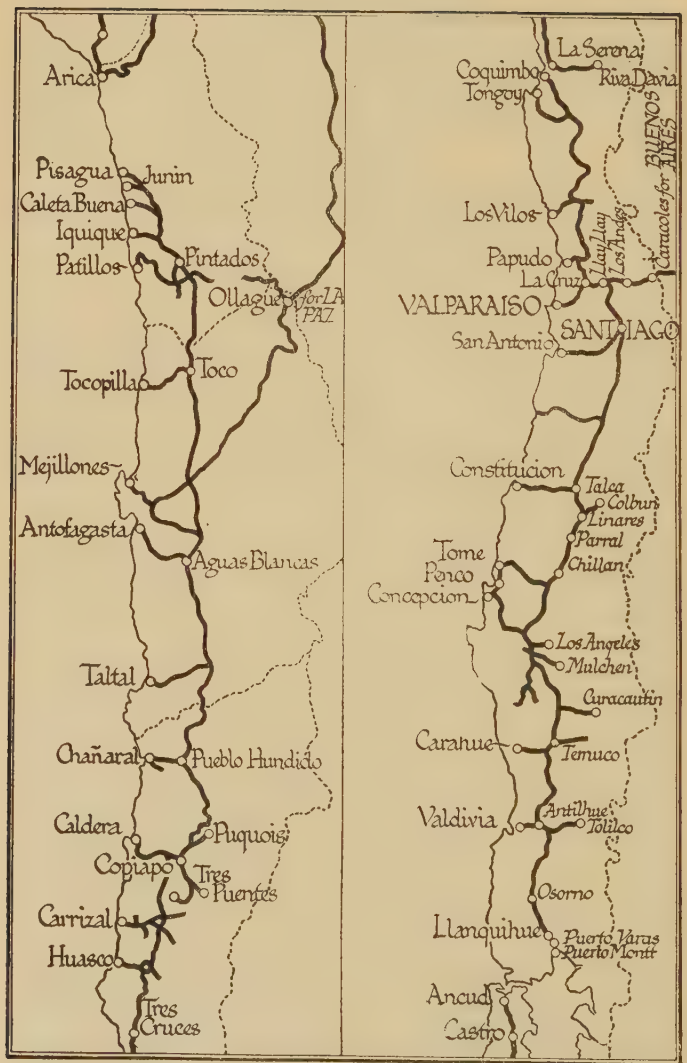
The Araucanians were never really conquered, and 100,000 pure Indians still remain in the neighbourhood of Temuco, calling themselves " Mapuches," meaning " people of the land." Many Chilean families are proud of the Araucanian blood which flows in their veins. The men are of good physique, and of medium height.

In September, when the independence of Chile is celebrated, entertainments are organised, and prizes are offered by the Government. On these occasions the men play a game like hockey, called " la chueca." Bent sticks are used, and the ball must be driven past a small tree at each end of the course to score goals.

Indian dancing, which forms a feature of the entertainments, consists in shuffling round in a circle shoulder to shoulder, the while intoning on two notes, also played on wooden instruments. Army manoeuvres as understood by the Indians are rehearsed. Speeches are made in the native tongue, and a banquet of roasted horses and maize cider is provided. Wine and spirits are drunk, often to excess.

The disorders of the body are treated by " machis," or medicine-women, and there are usually two " machis " in attendance. Each has a drum consisting of a wooden basin about 24 in. in diameter with a piece of hide tightly stretched across the mouth, and a number of little bells like those on a baby's rattle. The drum is struck and the bells rattled to frighten away the devil. The "machi" wears a red shawl. Her house is marked by a post 8 ft. to 10 ft. high with steps cut into it. Tied to the post is a large branch of the sacred tree of the Mapuchés—the canelo —and a sheepskin is often spread on this. The " machi " climbs to the top of the post and flings herself headlong to the ground, as part of the curative practice. A basin containing blood from a sheep is sometimes placed at the top of the post as an offering to their god.

Another ceremony to placate their deity is performed after the " machi " has summoned a number of the Indians by beating her drum. She walks backwards round the post beating her drum and shaking her bells, followed by a young man covered with the skin of a sheep just killed. Others follow, a man blowing a horn, a woman shaking a rattle, and about a dozen men, women, and children all chanting and occasionally giving vent to a shout of exultation.



CHILE RAILWAY MAP.

For many years the South American Missionary Society has had a hospital at Temuco, and dispensaries at other places which Indians readily visit, as they find the " white machi " gives quicker and better results than their own medicine-women. Superstition is prevalent, and a person wearing dark gloves is thought to have dead hands.

Although living in one part of the country only, the Araucanians mingle freely with the Chileans. It cannot be said that they are confined to reservations, though efforts are made to protect Araucanian land-owners whenever they are in danger of victimization.

THE CHILEAN LAKES.

An Itinerary.

In the Chilean Lake District the mountains, if less lofty than in the northern and central regions, are still majestic. The area may be defined as the Central Chilean valley southward from Temuco to Puerto Montt. The lake system culminates in the large and picturesque Lake Llanquihue, of some 200 square miles.

The train ride from Santiago to Osorno (592 miles or 952 kilometres) occupies 21 hours.

The trip can be made in daylight, occupying three days, leaving Santiago upon one of three days in the week, arriving on the evening of the same day at Concepción, from which there is a daily service via San Rosendo to Valdivia. An overnight stay in that place is made and Osorno is reached in four hours the next day. After another overnight stop Puerto Varas upon Lake Llanquihue is reached in little over two hours on the train.

There follows a suggested itinerary from Puerto Varas to San Carlos de Bariloche (about 300 kilometres), crossing Lakes Llanquihue, Todos Santos, and Nahuel Huapi. Inclusive cost, $500 Chilean currency.

First Day. **Puerto Varas Ensenada.** Dep. 7 a.m. by steamer over Lake Llanquihue. Arr. 11.30 a.m. Luncheon is served at the hotel ($5.00) and immediately after luncheon departure is made by motor-bus for the port 18 kilometres distant where a steamer awaits the arrival of the bus. From **Puerto Petrohué** departure is made by steamer over Lake Todos Los Santos for a three hours' journey to **Peulla,** arriving about 4 p.m. The Hotel Peulla has a capacity for 90, and provides dinner and lodging. Motor launches are available for excursions on the Lake and several day excursions can be made from this centre, e.g. to Cayutue and Rio Blanco.

Second Day. **Peulla** is left by coach or automobile for a run of 18 kilometres to **Casa Pangue** ; the journey from here to **Laguna Frias, Argentina** (15 km.) is done on horse or mule back, crossing the Perez Rosales Pass. From here the lake is crossed by launch to **Puerto Alegre.** The stage to **Puerto Blest** is done by motor, whence a steamer upon Lake Nahuel Huapi (Argentina) leaves for **San Carlos de Bariloche** (45 km.), where

a motor ride of 39 miles leads to the Argentine rail head at **Pilcaniyen,** 45 hours by train from Buenos Aires.

Hotels at Bariloche :—Suizo, Parque, Italia (Pension $10 M/N Arg.).

Passages by the Express Service need to be booked five days in advance. Tourist Agent, Otto Schroers, Puerto Varas, Casilla Correo No. 86 (Telegrams " TURISMO," Puerto Varas) ; Cia. Expreso Villalonga, Valparaiso, Blanco 631, and Santiago, Moneda 943 ; and " Exprinter," Prat 895 (corner of Cochrane), Valparaiso, and Augustinas 1080, Santiago. The fare for the journey from Puerto Varas to the Argentine rail head or terminus, 60 kilometres beyond San Carlos, Bariloche, is $500 Chilean single fare, hotels and meals included.

Other excursions can be arranged from Puerto Varas, including one by steamer to Puerto Octay. There are three train departures weekly from Puerto Varas for Temuco, and return to Santiago may be made *via* that town, Talca, and Constitución.

CHILEAN PATAGONIA.

The Magellan Territory, together with various archipelagos, forms the most southerly part of the South American continent. The Territorio de Magallanes comprises 260,000 square kilometres or 66,192 square miles. The island of Tierra del Fuego alone has an area of 48,000 square kilometres, 28,000 of which belong to Chile, and the remainder to the Argentine Republic, the dividing line being a perpendicular north and south between longitudes 68° and 69° The territory stretches from the Taitao Peninsula at 47° south latitude, and includes all the archipelagos which follow to the south down to Cape Horn (Cabo de Hornos) at 56° south latitude, together with the western portion of Tierra del Fuego. A new administrative area known as the Aysen territory has been formed, comprising 60,000 square miles, from the River Yelcho in the north to beyond Mount Humboldt in the south.

Over 10,000,000 acres from 52° south latitude to about 47° south latitude are unexplored. The territory is very sparsely inhabited, the total population being about 40,000, of which about 30,000 are near Magallanes. About one-third of the population is foreign, chiefly Yugoslav, Spanish and British. The native Indians are a rapidly dwindling race.

PHYSICAL FEATURES.

The topography of Chilean Patagonia is varied. The land is undulating, hilly, mountainous, wooded and well watered by lakes and swamps, whereas Argentine Patagonia is a flat table-land, bare of trees, but well watered in parts.

The islands are little known and uninhabited except by a few Indians, mountainous, with dense woods intersected by grassy tracks.

The island of Tierra del Fuego has tracts of flat grass land covering an area of millions of acres. Forest country backed by mountains rises to a height of over 8,000 feet. The total pastoral area of Magallanes and Chilean Tierra del Fuego is reckoned at 6 million hectares. Some two millions are private property, but the State still retains four million hectares which are leased or rented.

The temperature and **climate** vary considerably, and Magallanes (Punta Arenas) is probably the most favoured spot. Whilst the low-lying districts near the coast do not get much snow, farther inland and on the high ground snow lies for many months of the year and very low temperatures are experienced. In Tierra del Fuego, during the summer months, the average temperature varies between 58° F. and 45° F., and in winter from 35° F. to 46° F.

The mean temperatures according to observations taken over a period of thirty years are : Summer average, 51° F. ; Winter average, 35°F.

The summer months are December, January, and February, when rains are frequent, although it is not uncommon to have a spell of several weeks of dry weather during this season. For three months of the year snow covers the country, except those parts bordering the sea. The country is more or less impassable, except on horseback, owing to snow and swollen torrents.

Strong, cold, piercing winds are experienced throughout the year and particularly during the spring, when they reach a velocity of 70 to 80 kilometres per hour. The winds are very dry, and the ground dries in an astonishing manner ; their effect is beneficial in drying the country, but detrimental in preventing the growth of the crops, which can only be cultivated in sheltered spots.

Towns :—The only town of size is Magallanes (formerly known as Punta Arenas). Puerto Natales has a population of about 3,000 inhabitants. A road runs from Magallanes to Puerto Natales.

In Chilean Tierra del Fuego the only town is Porvenir, with a district population of some 2,000 largely from Jugoslavia.

The chief **ports** are :—Magallanes, Puerto Natales, Puerto Porvenir, Tierra del Fuego ; and Puerto Harris, Dawson Island, Puerto Bories, Puerto Rio Seco, Puerto San Gregorio, Puerto Sara.

THE BRITISH COLONY.

Over one-fifth of the developed land in the Territory belongs to British subjects. At least half the senior staff of the commercial and industrial concerns, as well as a quarter of the working shepherds, are British. Ninety per cent. of the large sheep farms are managed by British subjects, chiefly Scotch. One Chilean sheep farming company, which is entirely British managed throughout, employs over 2,000 men, of whom about 500 are British, working in different capacities from general manager down to shepherds.

Amongst the British colony's local institutions are :—The British Club, known as The British Association of Magallanes ; The Overseas Club (Branch) ; The Benevolent Society ; The Mission School ; The Preparatory School, with 98 pupils ; The Anglo-South American Bank, Ltd. (Branch), established in 1894 ; " The Magellan Times," published by Señor Arturo Riesco M.

NATURAL RESOURCES.

The only **industry** of importance is that of sheep breeding and its by-products : wool, frozen meat, canned meat, fat, and sheepskins.

The standard type of **sheep** bred in Magellan Territory, Tierra del Fuego, and Southern Patagonia is the Romney Marsh cross merino. The "Corriedale" has been extensively imported. The number of sheep in the region is estimated at 2,500,000. In 1933 the total kill was 997,449 head of sheep and lambs, as compared with 1,169,163 in 1932. The export of wool in 1931 was 10,137 tons; in 1932, 11,358 tons.

There are five large frigorificos: Rio Seco, Puerto Sara, Bories, Puerto Natales, and Tres Puentes; not all in operation. The export of frozen meat was 16,577 tons in 1932, and 13,751 tons in 1933. An estimate based on quotas gives the export in 1934 at 10,365 tons.

Exports of sheepskins and cattle hides in 1932 amounted to 6,820 tons. A small business is done in sealskins.

Poultry-farming is carried on, and one farm yields 600,000 eggs and 20,000 chickens a year. The hay and potato crop are steadily increasing in size. State **lands** have been leased hitherto by private arrangement, but by decree of 1927 are only to be obtained in future after a public auction.

The total production of **timber** amounts to between twenty and thirty million square feet. The export to the Argentine, in normal times, is about half the above-mentioned quantities. The most important sawmill is that of the Sociedad Ganadera Gente Grande, on Dawson Island.

Coal, or **lignite,** is worked at the Loreto mine, close to Punta Arenas, by the S.A. Menendez-Behety; the Cia. Carbonifera de Magallanes have a mine west of Loreto; the Cia. Minas de Carbon de Rio Verde work coal upon Riesco Island, and there is a Three Brothers' mine on Skyring Water, owned by V. and A. Kusanovic, of Punta Arenas.

Alluvial **gold** exists in Tierra del Fuego and other districts and was worked spasmodically for some years. Marble of fine quality has been discovered on islands north of Punta Arenas.

A small dockyard has two slipways capable of taking ships up to 1,500 tons. It works in conjunction with an iron and brass foundry (managed by British engineers) with repair shops for machinery.

RAIL ROUTES IN CHILE.

Valparaiso—Santiago :—Trains start in Valparaiso (see p. 217) from the Puerto Station and arrive in Santiago at the Mapocho Station. The journey is 3 hours by express trains. The line is electrified.

Santiago—Buenos Aires :—The journey across the continent from Santiago to Buenos Aires occupies 34 hours; or in the contrary direction 36 hours. Descriptive details are given under the heading "The Transandine Journey," see "Argentina." Trains run once a week in each direction.

Santiago—Talcahuano :—Trains leave daily, morning and night, in each direction, doing the journey in 14 hours. Leaving the Alameda Station in Santiago stops are made at the following

junctions :—Rancagua, San Fernando, Curico, Molina, Talca, San Javier, Linares, Parral, San Carlos, Chillán, Bulnes, San Rosendo, and Concepción.

Santiago—Iquique :—A fairly comfortable train service with restaurant and sleeping cars connects Santiago, Valparaiso, and Iquique. Departures on Saturdays from Iquique southbound and on Wednesdays from Valparaiso and Santiago northbound. The journey lasts three days. Early application for places on the trains is advisable and should be made to the Compañia Trasportes Unidos, Calle Estado Esq. Alameda, Santiago, or Edificio P.S.N.C., Erraguiz 688, Valparaiso.

Nitrate Railways : Iquique—Pisagua :—Trains run in both directions twice a week, Tuesdays and Fridays, performing the journey in about eight hours.

New Railway Projects :—A new transandine railway joining Antofagasta with Salta, in Argentina, has been projected, to provide an outlet for the produce of a region in Argentina with an area of 400,000 square kilometres and a million inhabitants. The line will go direct from Antofagasta across the nitrate pampas and crossing the Argentine frontier will unite with the Central Northern Railway from Buenos Aires to the Bolivian frontier.

Schemes have received sanction for railways giving access to Argentina ; one from Lanco (Valdivia Province), on the Southern State Railway, to Lake Panguipulli, with a further section to Lake Pirihuaico and a third to the Hualiam Pass (involving two lake steamer crossings). A line to be undertaken by the State is to connect Curacautin with a projected extension of the Argentine Great Southern Railway's Bahia Blanca-Zapala branch. Expenditure has been sanctioned upon extensions of the Iquique-Pintados railways serving the nitrate works. Work has started on a new branch line from Loncoche (North of Valdivia) to Villa Rica ; and on a line from the town of Rio Negro to Maullin, a rising port at the mouth of the river of that name, near the Chacas Narrows opposite Ancud.

Arica—La Paz :—The Ferro-carril de Arica a La Paz, a State Railway in two sections respectively owned by the Chilean and Bolivian Governments, connects the port of Arica with Bolivia, the frontier station being Charána ; for details see page 126.

Antofagasta—Buenos Aires :—Trains leave Antofagasta on Tuesdays and Fridays and run *via* Uyuni, La Quiaca and Tucumán, reaching Buenos Aires on Mondays (3 days). Sleeping and dining cars are provided.

Antofagasta, dept.	8.25 ..	Friday	Atocha, dept.	9.50 ..	Saturday
Calama ,,	14.45 ..	Friday	La Quiaca ,,	20.30 ..	Saturday
Ollague ,,	21.33 ..	Friday	Tucuman ,,	17.15 ..	Sunday
Uyuni ,,	5.10 ..	Saturday	Buenos Aires, arr.	16 40	Monday

Opposite direction :—

Buenos Aires					Wednesday, 11.00
Antofagasta					Saturday, 20.00

Fares, Antofagasta :—B.A., 1st class, £14 5s. 2d. ; Bed in Sleeper, £2 16s. 11d.; making a total of £17 2s. 1d.

Excess Luggage ;—£7 9s. 9d. per 100 kilos ; 50 kilos are allowed free.

Antofagasta—La Paz :—For a descriptive account of the route see page 127, " Bolivia."

A CHILEAN CALENDAR.

1535. Diego Almagro sets out from Peru to explore Chile.
1536. Pedro de Valdivia begins to colonize Chile.
1541. City of Santiago founded. Beginning of war with Araucanians.
1550. City of Concepción founded.
1552. City of Valdivia founded.
1593. Jesuits first arrive from Peru.
1609. Royal Audience established.
1647. University of Santiago founded.
1751. Santiago and Concepción damaged by earthquake.
1773. Peace concluded with Araucanians.
1776. Province of Cuyo handed over to the new Vice-Royalty of La Plata.
1792. Ambrose O'Higgins made Captain-General.
1810. Chile declares war on Spain.
1814. Spaniards defeat Chileans at Rancagua.
1817. Patriot forces, led by San Martin, defeat the Spaniards at Chacabuco.
1818. Arrival of Lord Cochrane to command the Chilean fleet. Bernardo O'Higgins becomes Director-General. Victory at Maipú.
1820. Lord Cochrane storms Valdivia (Feb.). Captures " Esmeralda'' at Callao (Nov.).
1823. Bernardo O'Higgins forced to resign.
1826. Spaniards driven from Chiloé. Peace with Spain concluded.
1833. New Constitution defines the limits of the Chilean State.
1836. War declared between Chile and the Peru-Bolivian Confederation.
1839. Final victory of the Chileans.
1840. First arrival of Pacific Steam Navigation Co.'s steamers.
1852. First line railway opened between Caldera and Copiapó.
1866. Spaniards bombard Valparaiso.
1868. Treaty of peace with Spain.
1879. War with Peru and Bolivia, known as the Nitrate War.
1883. Conclusion of Nitrate War.
1886. Balmaceda elected President.
1891. Civil war. Balmaceda commits suicide. Admiral Montt, President
1892. Treaty singed with Bolivia.
1902. Holdich Boundary, treaty signed with Argentina.
1906. Severe earthquakes at Valparaiso and Santiago.
1910. Transandine tunnel officially opened.
1919. Chile joins the League of Nations.
1926. Central Bank opened.
1927. Political crisis. Col. Ibañez forms new Government.
1929. Settlement of Tacna-Arica dispute
1930. Centenary of Chilean Nitrate.
1931. Political crisis. Naval revolt.
1932. Socialist Republic declared. Successive revolutions.

COLOMBIA

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COLOMBIA.

Colombia has ports both upon the Atlantic and Pacific coasts and is more usually approached upon the eastern side through Cartagena or Puerto Colombia (the port for Barranquilla).

Cartagena is one of the most interesting towns in South America. The entrance to the harbour up the narrow, winding channel is a sight to be remembered. The same forts are seen that gave way before the furious onslaught of Drake, and so little changed that the visitor may easily imagine himself back in the days of the pirates and buccaneers of the Spanish Main. The town was founded by Pedro de Heredia in 1533, and stands on a sandy peninsula at the foot of a hill. The white houses of the city appear to rise out of the sea, like the tourist palaces of Venice. Nature has protected it by reefs and the notorious Salmedina sandbanks.

The houses, generally well and solidly built, have balconies. The lower windows are barred in Spanish fashion, and all have their cool-looking patios. The population is 92,494.

The harbour was once gained by two bocas or mouths, the Boca Grande (the Big Mouth), near the town, and the Boca Chica (or Narrow Mouth), some miles farther south. After an attack by Admiral Vernon in 1740 the Spaniards closed the Boca Grande by sinking old ships, and round these sand has collected, effectively blocking the entrance. Only Boca Chica is available for navigation.

Entering the harbour by this narrow strait, Fort San José is on the right, and on the left the derelict Fort San Fernando on Tierra Bomba Island. The steamer goes for six or seven miles along a tortuous passage past the mangrove-covered shores of Tierra Bomba, and comes alongside a wharf on Drake's Spit, where Sir Francis Drake and his men passed to the attack on Cartagena in 1585.

A light railway runs along this spit of land to the terminus outside the city walls. Across the open space outside the main gateway is the terminus of the Cartagena (Colombia) Railway Company, Ltd., whose line runs to Calamar, a port on the Magdalena river. Between Calamar and Cartagena an arm of the river is now canalized to allow of the free passage of steamers from up-river ports. A pipeline brings oil from Barranca Bermeja to the docks.

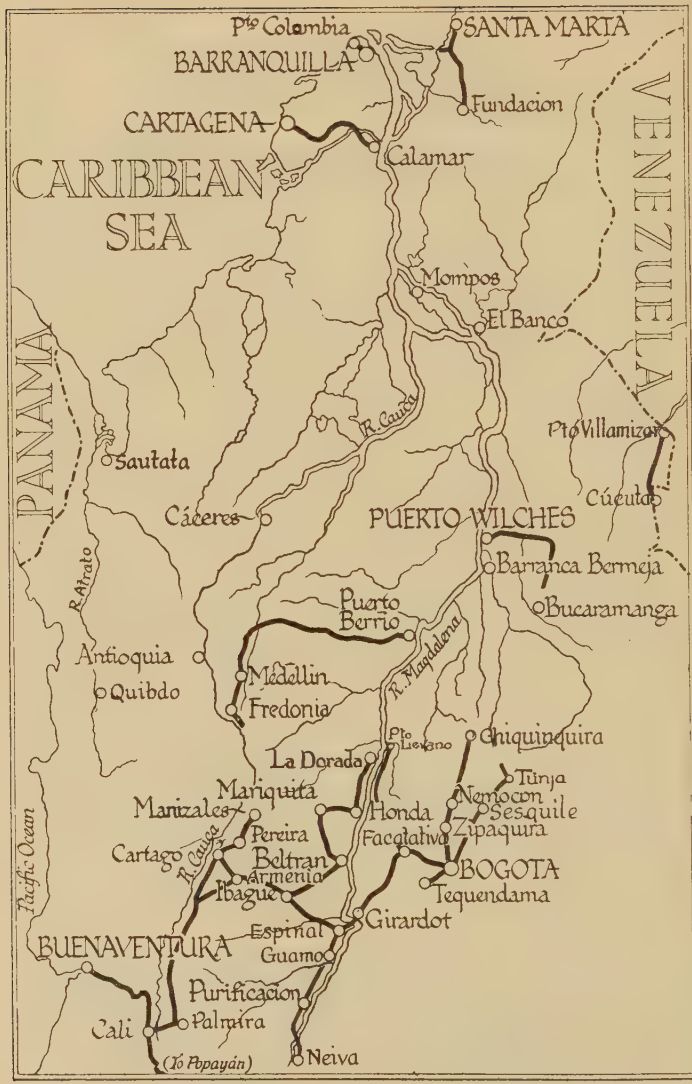
Docking Facilities :—Modern wharves are now available for traffic. The docks are capable of receiving six ocean steamers and twelve river boats at the same time.

Hotels :—Americano, Washington.

Excursions :—By motor car to Manga, Pie de la Popa, Espina and Cabrero.

The following drive can be recommended : To the fortress of San Félipe, and the foot of La Popa Hill, across the bridge to Manga Island, over the Roman Bridge, through Calle Aguada and Calle Larga, and to the market and Independence Square. A visit to the Muralla de las Bovedas, the wall beyond the city, reveals the elaborate nature of the old fortifications. A new motor road enables a visit to be paid to the summit of La Popa.

Buildings of Interest :—Palace of Inquisition; Cathedral; San Pedro Claver Church; Santo Domingo Church; San Félipe de Barajas Fort; La Popa Castle; **The Tombs; Archbishop's and Government Palaces.**



RAIL AND RIVER ROUTES IN COLOMBIA.

Departure :—For Barranquilla can best be made by sea, or, in the dry season, by motor-car (6 hours). Daily trains run to Calamar, connecting with river steamers.
Air Services :—See under Air Section.

Puerto Colombia, the port for Barranquilla (distant 17 miles), has little to commend it to visitors. It is a collection of huts on a sandy shore, at which ocean steamers discharge their passengers and goods. The feature of interest is the steel railway pier of the Barranquilla Railway and Pier Company, Limited, 4,000 feet long, which can accommodate four large steamers at once. A road has been built to Barranquilla.

Barranquilla, a busy city of 139,974 inhabitants on the left of the Magdalena River, is 7 miles from the river mouth. It is the chief port of Colombia, with an especially large business in coffee. It is the principal clearing point for the Magdalena Valley, and transacts one-half of the foreign trade of the country. The trade winds moderate an otherwise torrid climate. There is a handsome Cathedral, and in front of it a small statue of Simon Bolivar. The market and the wharves are interesting to inspect. Barranquilla is connected by rail and road with Puerto Colombia.

An attempt is being made to deepen the mouth of the Magdalena River, in order to convert Barranquilla into an ocean port. This would make transhipment at Puerto Colombia unnecessary.

The journey by boat and train from Barranquilla to Bogotá occupies nine or more days and costs £16–20. The air mail passenger-carrying service is performed by hydroplanes leaving daily (except Monday) for Bogotá *via* Girardot; daily except Sunday for Cienaga (Sta. Marta), four times a week for Cartagena, twice weekly for Buenaventura (Tumaco, Quibdó) *via* Medellin and Cali.

Hotels :—Hotel del Prado. Cables : " Prado Hotel " ($5-6 a day, including meals); Hotel Moderno ($3-4); Hotel Natilli ($3-4). (*See Advertisement*).
River Steamers :—Three or four times weekly up the Magdalena River; an express steamer to La Dorada (600 miles) leaves weekly.
Air Services :—See under Air Section.
British Consulate :—Anglo South American Bank, Paseo Colon.
U.S.A. Consulate :—Calle 20 de Julio.
Clubs :—County (golf and tennis); Barranquilla.

Buenaventura, the most important Pacific port and entrepôt for a rich valley, stands on an island in the bay. It is reached from Panamá by steamer (348 miles), and is distant from Bogotá 343 miles. The third port in importance, it is used for the export of coffee, gold and platinum, and in seasons of drought upon the rivers becomes a more considerable alternative to Barranquilla and Cartagena. It is the terminus of the Pacific Railway system, and is eventually to be linked by rail with Cartagena. Port improvements are in progress. The commercial section was almost destroyed by fire in 1931. Population 25,000. N.Y.K. Services, south to Valparaiso and north to San Francisco.

Hotels :—Valle, Europa, Estación.
Rail :—Connections are open southward 108 miles to Popayán, and northward to Armenia, Cartago, and Manizales. Bogotá is accessible from Armenia by motor-bus along the new highway to Ibagué where the train to the capital is joined.
Air Services :—See under Air Section.

Bogotá, capital of the Republic, stands on a plateau 8,560 feet above sea-level, with high mountains surrounding it. It lies on sloping land, and is nearly 3 miles long and 2 miles wide. The

climate is cool; average temperature, 50° Fahr. It is visited by heavy rains March-May, and rains are frequent in Sept.-Nov Although handicapped by the conditions of transport to the coast, the city is of large commercial importance and serves as a distributing point to the great tableland. The population is 235,400. The city was founded in 1538, and enjoys some repute as a centre of intellectual and cultural activities. The Plaza Bolívar with its statue of the great liberator forms the centre. The Presidential residence, parks, Congress buildings, Cathedral, University, and National Library are of interest. There are glimpses of Indian life and costume in the public market. For the most part the houses are low, with eaves projecting over the streets.

The Falls of Tequendama, which are worth seeing, are 15 miles from the city. They are reached by rail. The interesting salt mines at Zipaquirá can be visited on the way to Nemocon, 30 miles from Bogotá. The immense white galleries of salt in the mines, gleaming under the electric lights, are most impressive.

The new road from between Armenia and Ibagué has reduced the journey from Buenaventura to Bogotá from 9 to 2 days.

Hotels:—Granadà, Regina, Ritz, York, Imperial, Metropolitan, Atlántico, Cote; $4-8 room and meals. Claridge.

Clubs:—Gun Club, Jockey Club, Anglo-American Club, Country Club (golf and tennis), Magdalena Sports Club (tennis).

Industries: Wool weaving and spinning, cement and brick making, leather, beer, and matches.

Rail:—To Facatativa, Girardot, Ibagué, Ambalema and La Dorada; to Tunja (112 miles north); to Chiquinquirá (96 miles north); to San Miguel (25 miles south-west); to Puerto Lievano.

Roads:—To Villeta; to Cambao, on the Magdalena; to Girardot; to Cúcuta (and thence to Caracas, Venezuela).

British Legation:—Calle 24, No. 37.

U.S.A. Legation:—Carrera 7A, No. 802.

Air Services:—See under Air Section.

ROUTE TO BOGOTÁ.

A. By Air.

There is a daily plane passenger service, except Monday, from Barranquilla to Bogotá *via* Girardot. Time taken: 7 hours.

B. By River, Train, and Road.

Passengers disembarking at Puerto Colombia take the train to Barranquilla, 17 miles away, and proceed up river to La Dorada. The time taken depends upon the class of steamer, but is usually six days by express steamers, when there are no delays caused by drought. Several companies run steamers from Barranquilla and there are three or four dispatches a week. The express boats leaving on Monday and Friday evenings are usually well filled, and the slower intermediate steamers can often offer quite as much comfort.

Passengers disembarking at Cartagena travel by the Cartagena (Colombia) Railway to Calamar, and proceed by river to La Dorada.

From La Dorada to Bogotá.

(1). A popular route from La Dorada to Bogotá has been made possible by the completion of the Cambao road. The passenger proceeds by rail from La Dorada to the station for Cambao, which is on the far side of the River Magdalena. He is taken by car from

the station to the riverside, ferried across to Cambao, and then proceeds by road to Bogotá. Under normal conditions Bogotá is reached from Cambao in 6 to 7 hours.

(2). From La Dorada the journey may be continued by train all the way to Bogotá *via* Beltrán, Ibagué, and Girardot. From Beltrán the passenger can proceed by shallow draught boat to Girardot, whence a train is taken (about 7 hours) for Bogotá. The line ascends in zig-zags from 700 feet above sea-level to over 8,000 feet.

(3). Below La Dorada is Puerto Lievano. Rail can be taken there all the way to Bogotá.

(For the new train and 'bus route from Buenaventura *via* Armenia and Ibagué, see under Buenaventura.)

OTHER TOWNS.

Aguadas, midway between Manizales and Medellín, and reached by road from either, is the centre of a population of about 30,000. Panamá hats are made, sugar and coffee are grown, and gold and silver are mined.

Arauca, a town of 4,000 inhabitants on the south-eastern frontier, stands on the river Arauca, opposite to the Venezuelan town El Amparo. It has a custom house.

Armenia, situated in the heart of the Quiñdio coffee district, has a population of 33,338. It is reached from Ibagué by the fine new motor road. It is connected by rail with the port of Buenaventura. There is a road to Pereira.

Hotels :—Pension Alemana, International.

Barranca Bermeja, on the Magdalena River, 15 miles above Puerto Wilches, is a centre for the production and refining of petroleum. A pipe-line conveys the oil to the docks at Cartagena. A motor road of 100 miles has been built to Bucaramanga.

Air Services :—See under Air Section.

Beltrán, the terminus of navigation on the Upper Magdalena, is now connected by rail with Ibagué. From Beltrán passengers to the coast take the Dorada Railway for 70 miles, and from La Dorada take steamer for Barranquilla.

Bucaramanga, capital of the Department of Santander del Sur, stands in the centre of a rich coffee-growing district, 3,300 feet above the sea. It has cigar and cigarette factories and has a population of 30,000. The mean temperature is 90° Fahr. ; the rainfall about 63 inches.

The route from Barranquilla is up the Magdalena to Puerto Wilches, then by railway to Las Bocas ; thence by motor road in half an hour. Bucaramanga is on the Carretera Central del Norte, the Great North Road which runs from Bogotá to Cúcuta. There is also a good road to the oil wells at Barranca Bermeja.

Air Services :—See under Air Section.

Hotels :—Rosedal, Savoy.

Buga, 75 miles north of Palmira and upon the Pacific Railway, an old Colonial city of 31,841 inhabitants, is important in the trade of the Cauca Valley as a centre for sugar, coffee and cacao. Elevation 3,280 feet.

Hotel :—Cauca.

Calamar, on the Lower Magdalena, at the mouth of the canal from Cartagena (66 miles), is the terminus also of the railway from that port. The town is one of the most important of its district. Population, 10,000.

Air Services :—Daily. See Air Section.

Cali, the chief commercial town in Western Colombia, is advantageously placed in the Cauca Valley 105 miles east of the port of Buenaventura, and 3,400 feet above sea-level. The capital of Valle Department, founded 1536, it is a centre both of culture and of commerce, with 122,847 inhabitants. The Pacifico Railway connects Cali westwards with Buenaventura, southwards with Popayán and northwards with Armenia, Cartago and Manizales ; Bogotá can be reached in 2 days by the new motor road between Armenia and Ibagué. A road is being built from Cali to Buenaventura.

Hotels :—Majestic, Europa, Alferez Real.
Air Services :—See under Air Section.

Cartago, upon the Pacific and Caldas Railway, 216 miles from Buenaventura, stands on a tributary of the Cauca River, and is served by the river port, La Fresneda. Cocoa, coffee, tobacco, and cattle are the produce of its district. The town has 22,000 population.

Chiquinquira (8,365 feet), in the Department of Boyoca. Population, 34,807. It stands on the west bank of Suarez River, 20 miles from Tunja, 82 miles from Bogotá. It is reached from Bogotá direct by motor road, or by train. It is a large commercial centre and the headquarters of an important cattle country. The famous " Muzo " emerald mines are in the neighbourhood.

Hotels :—Europa, Escobar, Colon.

Cienaga, in the Department of Magdalena, has a population of 45,428. It lies on the east shore of Cienaga de Santa Marta, 22 miles from Santa Marta and 56 miles from Barranquilla. Railway from Santa Marta and steamer from Puerto Viejo. Products : Cotton, tobacco, bananas, cocoa.

Air Services :—See under Air Section.

Cúcuta, capital of the Department of Santander Norte, near the Venezuelan frontier, ranks among the most elegant of Colombian cities. Founded in 1734, and rebuilt after the earthquake of 1875, it is of considerable commercial importance, and has a custom house. Population, 49,279. The Carretera del Norte leading to Bogotá has been rebuilt as a motor highway. The motor road from Cúcuta to Caracas (Venezuela) is completed and in service. The town may be reached by steamer up the Zulia River from Maracaibo (Venezuela) to Encontrados, thence by rail.

Hotels :—Pension Inglesa, Central.

El Banco, on the Magdalena River, 260 miles from Barranquilla, is a port of call for river steamers, and one point of departure by mule for Ocaña. The Cesar River from the Sierra Nevada joins the Magdalena near this point.

Air Services :—See under Air Section.

Facatativa, 80 miles from Girardot, and 25 from the capital, elevation 8,270 feet, is the connecting point of the Sabana and Girardot Railways. The line from Puerto Lievano, on the Lower

Magdalena, to Facatativa, is open as far as Villeta. Population, 20,000.

Girardot, on the Upper Magdalena in the Department of Cundinamarca, has a rail connection with Bogotá (about 7 hours' journey) and Ibagué. It is the point at which the Barranquilla hydroplane service makes connection with the trains and planes to the capital. Population, 24,000; altitude, 1,000 feet; a heavy rainfall and warm climate. Coffee and hides are the principal products; large cattle fairs are held in early June and December. A road is open southwards to Neiva, and another to Bogotá is nearing completion.

Hotels :—San German, Suiza, Cecil.
Air Services :—See under Air Section.

Honda, at the junction of the Magdalena and Guali Rivers, lies on the railway between La Dorada and Ibagué. The Falls or Rapids near by separate the Upper and Lower Magdalena. The town is an old Spanish settlement, surrounded by hills and with picturesque narrow streets. Population, 18,000.

Hotels :—America, Edison.

Ibagué, capital of Tolima Department, and west of the Magdalena River, is an old-fashioned and picturesquely situated town of 56,333 inhabitants, 112 miles west of Bogotá. It is served by rail from Bogotá, and is to be connected with Armenia (Pacific Railway) later on. The gap is at present traversed by motor and horse transport. Both highway and railway from Ibagué to Ambalema are now open.

Hotels :—Lusitania, Savoy.
Air Services :—See under Air Section.

La Dorada, on the Magdalena River, an important place in river transport, is 613 miles from Barranquilla, and 109 from Puerto Berrio by river. A railway, built to avoid the rapids, runs to Ambalema (70 miles) for Beltrán. It is now possible to travel by rail from La Dorada to Bogotá, proceeding by the La Dorada Extension Railway to Ambalema, thence by the Ambalema-Ibagué Railway, thence *via* Girardot to Bogotá. Steamers from Barranquilla, which take about six days up-river, occupy three days on the down-river journey.

Air Services :—See under Air Section.

Magangue, on the Magdalena and Cauca River, is a port for the savannahs of Bolivar. Population, 17,000. Products: fruit, coffee, cheese and butter.

Air Services :—See under Air Section.

Manizales, capital of the Department of Caldas, is important in the coffee trade. It has an altitude of 7,000 feet, an especially equable climate, and a heavy rainfall (140 inches). The population is 81,200. The city is connected by direct train service in 12 hours with Buenaventura by means of the Caldas Railway to Cartago and thence by the Pacifico line. The passenger route from the Atlantic coast *via* La Dorada and Mariquita is continued from Mariquita by mule, but a road is being built from Honda *via* Fresno to Manizales.

Hotels :—Europa, Splendide Suisse.

Medellin, capital of the Department of Antioquia, and the second city of the Republic, is reached *via* the Magdalena River and rail

from Puerto Berrio. The town has nearly 121,000 population, an altitude of 4,800 feet, and a summer-like climate. The chief industrial mining and coffee centre of the country, it has over 40 factories producing cotton and woollen fabrics, chocolate, mineral waters, cigarettes and cigars, hats, crockery, glassware, and matches. There are Schools of Mines and Engineering, electric light, power and tramways, modern theatres, and golf, polo, tennis, and football grounds. The city has been called the "Manchester of Colombia."

Medellín is connected by motor road with Antioquia (85 km.), Sonson (130 km.), and Yarumal (130 km.). Rail connection is now established southwards to Lerico on the Cauca River. This line will eventually reach Cartago, on the Pacific Railway. There is an **Air Service** to the Gulf of Uraba, to Cali and to Colón.

Hotels :—Europa, Continental, Bristol, Wilson, Atlántico.
Clubs :—Union, Campestre, Palatino.
Air Services :—See under Air Section.

Mompós, an old town in the Department of Bolívar, with a population of 16,000, is reached by river steamer from Cartagena or Barranquilla. Cattle farming and tobacco growing are the industries of its district. The Colegio de Pinillos is famous throughout the country as a seat of learning.

Neiva, capital of Huila Department, stands on the right shore of the Magdalena, 75 miles from Girardot and 160 miles from Bogotá. Population, 30,000. It is reached from Girardot by train, automobile or seaplane. The chief products are cattle and coffee. Industries include Panama hats and cotton goods.

Hotel :—Imperial.
Air Services :—See under Air Section.

Ocaña, 3,820 feet above sea-level, in the Department of Santander del Norte, has a population of 21,200. It is in a coffee and cacao district and is served from Barranquilla. The route from the Magdalena River is by mule or ropeway from Gamarra.

Hotels :—Santander, Ocaña.

Palmira, in the Department of Valle, is reached by rail from Buenaventura (144 miles) *via* Calí. It stands on a plain, the Llanos de Malajana, 3,000 feet above sea-level. Good tobacco is grown, also coffee, cacao, rice, sugar and grain. Population, 30,000.

Pamplona, department of Santander del Norte. Population, 21,381 ; altitude, 7,200 feet. It is 79 miles from Bucaramanga, 290 miles north-east of Bogotá. It is reached from Cúcuta by road, and from Bucaramanga by mule trail. The principal products are dyewoods, resin, gums, coal, gold, coffee, cacao, and wheat. Industries include distilleries, breweries, and textile plants.

Hotel :—Pension Emilia.

Pasto, capital of the Department of Nariño, stands upon a high plateau (8,400 feet) in the extreme south-east of the country. The population (40,000) is chiefly Indian. There are gold mines in the neighbourhood.

In travelling to Pasto, river steamers can be taken from Tumaco along the coast and up the Patía and Telembi Rivers as far as Barbacoas. The 60-mile road from Barbacoas is almost completed. A railway from Tumaco is under construction. A road has been built to Ipiales, on the frontiers of Ecuador, and another is under construction to Popayán.

Hotels :—Central, Savoy.

Pereira, in Caldas Department, 228 miles by rail from Buenaventura, is a considerable centre of the coffee and livestock industries. There are motor roads to Calí (150 miles), Quindio, Riosucio, and Armenia. Population, 53,500.

Hotels :—España, France.

Popayán, capital of the Department of Cauca, is 110 miles from Calí, on a tributary of the River Cauca, and 5,700 feet above sea-level. Gold, silver, platinum and copper are found in the vicinity. The population is 31,829. The town was founded in 1536. It stands at the foot of the Puracé Volcano, and is a centre of academic and ecclesiastical activity. There is rail connection with Buenaventura *via* Calí, and a road is being built to Pasto.

Hotels :—Lindbergh, España.

Puerto Berrio, the river port, 500 miles from Barranquilla, serves the rich province of Antioquia and the town of Medellín. The port is reached alternatively by river steamers or hydroplane. Rail is taken for Medellín. The locality is one of lagoons and swamps, into which modern improvements are being introduced.

Hotel :—Magdalena.

Air Services :—See under Air Section.

Puerto Wilches, 390 miles from Barranquilla on the Magdalena River, is the terminus of a railway in course of construction to Bucaramanga. Population, 5,600.

Air Services :—See under Air Section.

Rio Hacha, a small town, but one of the oldest in the country, is the capital of the Padilla province. It stands on the Atlantic coast near the base of the Goajira peninsula, 100 miles east of Santa Marta. The roadstead is open and shallow, and landing is effected in canoes from the Santa Marta local steamers. There are pearl fisheries, and the place is in close trading relation with Curaçoa. Maguey fibre, vegetable ivory, dividivi and rubber are collected. The town has a custom house. Population, 10,000.

Santa Marta, capital of the Department of Magdalena, stands at the mouth of the Manzanares River, 110 miles from Cartagena. It serves a rich banana district, and is important as a centre of the operations of the United Fruit Company. It is connected by local steamer with Barranquilla and by rail with Ciénaga and Fundación. The deep bay gives safe anchorage, and steamers come alongside the wharf. The town has a history of 400 years, and a close connection with Bolívar the Liberator, whose home is open to inspection. Population, 30,942. Hot and trying climate.

Hotels :—Park, International.

Air Service :—To Barranquilla.

Tumaco, 180 miles from Buenaventura, is the second and most southerly Pacific port. The River Patía joins the sea 25 miles northward and steamers from that river bring down produce from Barbacoas and Southern Nariño. Tumaco stands upon an island, and ships anchor in face of the town. It is in steamship connection with Buenaventura and Panamá. The climate is unfavourable, with an average temperature of 78° Fahr. Copper, cacao tobacco

and vegetables are shipped. The Nariño Railway is being built to Pasto. Population, 30,000.

Hotels :—Central, Club Tumaco, Bogotá.
Air Services :—See under Air Section.

Tunja, the chief city of the Department of Boyoca. The climate is temperate. It is one of the oldest cities in the New World and contains some Spanish buildings of remarkable interest. The population is 19,000. About 16 miles of the proposed railway from Tunja to the Magdalena River at Puerto Aquileo, opposite Puerto Berrio, have been built, and all but 65 kilometres of the road from Tunja to Puerto Aquileo is open. It is reached by car or by railway from Bogotá in 5 hours.

Hotel :—Espina.

Zipaquirá, with 10,000 population, centre of a rich cattle-farming district north of Bogotá, is connected with the capital by the Del Norte Railway. Rock salt is mined on a large scale.

PHYSICAL FEATURES.

Colombia, in the extreme north of the continent, with land frontiers abutting upon Panamá, Venezuela, Brazil, Peru and Ecuador, has an area estimated at 440,846 square miles. There are coastlines of 641 miles upon the Caribbean Sea, and 468 miles on the Pacific.

" The chief features of the Republic's topography are the three ranges of Cordilleras of the Andes, running roughly parallel north and south, and having a general elevation along the whole length of their crests of from 10,000 to 14,000 feet. Isolated from the coast, and from each other by these vast ranges, lie the chief markets of the Republic. Unfortunately for the development of the country the districts of greatest fertility and commercial importance are the most remote and difficult of access. The largest distributing centre of all, the city of Bogotá, the national capital, situated 8,500 feet above sea-level, is 750 miles from the northern ports and 450 miles from Buenaventura. Freight communications with the former, the natural outlets, are conducted by railway as far as La Dorada, and from there by the Lower Magdalena to Barranquilla, with another railway link to Puerto Colombia. This journey in all involves three or four transhipments, and may occupy a period of from two weeks to two months, depending upon the condition of a most unreliable and incalculable river.

" The Antioquia market is somewhat less remote, particularly since the completion of the tunnel which joins the two sections of the Antioquia Railway, allowing goods to be hauled without transhipment from the Lower Magdalena to Medellín, the centre of the market. This important market is nevertheless dependent upon the somewhat uncertain conditions of transport on the Lower Magdalena. The third market, including the districts of Calí, Manizales and Popayán, enjoys normal transport facilities by way of the Port of Buenaventura and the Pacific and Caldas Railways. The remaining markets, all of secondary importance, notably the Pasto, Bucaramanga and Pamplona markets, are still more remote and difficult of access."—*D.O.T. Report.*

The chief **river** is the Magdalena, exceeded in length only by

the Amazon, Orinoco, São Francisco, and La Plata. It is more than 1,000 miles long, navigable for over 930 miles, and joined by five hundred tributaries. It flows between the Eastern and Central Cordillera, and is joined 200 miles from the sea by the Cauca from the valley of the Western Cordillera. The river emerges from the valleys into the broad tropical plain extending to the north coast.

The river system affords about 2,500 miles of navigation, constituting the chief means of communication. The course of the rivers to the sea is broken by falls, one of which, upon a tributary of the Magdalena, ranks with the greater waterfalls of the world. Tequendama Falls, upon the Bogotá or Funza River, are 17 miles from Bogotá and set in an amphitheatre of forest-clad hill sloping to the edge of a rock-walled gorge. Above the escarpment the river contracts to 20 yards or 30 yards in width; the sheer fall is 443 feet.

Every variety of **climate** is to be found, from the tropical conditions of the coast to the temperate and cold climate of the mountains.

The eastern and mountainous parts are the most populated, and here the climate is temperate or cold. The hot regions are the deep valleys of the Patía and Magdalena Rivers, the Pacific coast Department of Choco and the low lands southward to the frontier of Ecuador. There are no regular seasons common to the whole country. Summer is understood to be the dry season and winter the wet season, and as a rule these alternate about every three months, but in the northern and eastern portion the rains last as long as six months. In the Choco district on the Pacific it rains in the afternoon and evening all the year round.

An official estimate for 1928 gives a total **population** of 7,851,000. Pure Indians form about 7 per cent. of the population, pure negroes about 5 per cent., and the remainder consists of pure white 20 per cent. or mixed races 50 per cent. About 30 per cent. live in cities.

Departments.	Population.	Capital.	Population.
Antioquia	1,011,224	Medellín	120,044
Atlántico	242,817	Barranquilla	139,974
Bolívar	642,770	Cartagena	92,494
Boyacá	950,264	Tunja	19,064
Caldas	624,201	Manizales	81,091
Cauca	317,782	Popayán	31,839
Cundinamarca	1,056,570	Bogotá	235,421
Huila	207,034	Neiva	29,988
Magdalena	302,031	Santa Marta	30,942
Nariño	411,763	Pasto	43,162
Santander Norte	328,872	Cúcuta	49,279
Santander Sur	594,799	Bucaramanga	44,083
Tolima	444,593	Ibagué	56,333
Valle	531,570	Calí	122,847
Intendencias :—			
Chocó	85,399	Quibdó	21,916
Meta	19,320	Villavicencio	7,706
San Andres y Providencia	5,987	San Andrés	3,898
Territories	99,184	—	—

A COLOMBIAN CALENDAR.

1499. Alonso de Ojeda visits Cape Vela.
1501. Rodrigo Bastidas explores the coast from Riohacha to the Isthmus of Panamá.
1502. Columbus arrives at Colombia.
1519. City of Panamá founded.
1524. Francisco Pizarro explores the Colombian coast.
1525. Rodrigo de Bastidas lands at Santa Marta, where he establishes a settlement.
1528. The Emperor Charles V grants colonial concession to the German Welsers.
1533. Pedro de Heredia appointed Governor. Founds the city of Cartagena.
1538. Various defeats of Chibcha Indians. City of Bogotá founded.
1564. Spaniards proclaim New Granada a Presidency.
1596. Porto Bello invaded by Drake.
1610. Tribunal of the Inquisition established.
1668. Porto Bello invaded by Morgan.
1713. Great Britain granted exclusive privilege of importing African slaves. Treaty of Utrecht provides commercial concession to the English.
1728. Foundation of the Compañia de Guipuzcoa.
1739. Kingdom of Granada formed into a Vice-Royalty.
1767. Jesuits expelled.
1810. Colombia proclaims its independence of Spain.
1819. Simon Bolívar's victory at Boyacá.
1825. Independence of Colombia recognized by Spain
1830. Death of Bolívar.
1831. Ecuador secedes from the Colombian Confederation.
1843. President Alacantara Herran reforms the Constitution.
1850. President Lopez carries out the law suppressing slavery.
1861. Mosquera Revolution.
1871. New Granada rechristened Colombia.
1878. Boundary dispute with Costa Rica settled.
1883. Boundary dispute with Venezuela submitted to Spain for settlement.
1885. Abortive revolution. Seventh constitution promulgated.
1886. New Constitution promulgated.
1899–1902. Civil War.
1903. Panamá asserts its independence of Colombia.
1919. Colombia joins the League of Nations.
1921. Colombia recognises Panamá as an independent State.
1922. Frontier treaty made with Peru.
1928. Boundary dispute with Brazil settled.
1930. Bolivar Centenary.
1932. Dispute with Peru over Leticia.

GOVERNMENT.

The **constitution** took its present form in 1886. The Republic consists of 14 Departments (subdivided into 796 Municipalities), which enjoy partial autonomy and elect their local legislatures. The whole is under the control of a President elected by popular vote for four years, who is supported by Ministers appointed by him. The Parliament consists of a Congress of two Chambers, the Senate and the House of Representatives. The senators (one for every 120,000 inhabitants and one additional for each fraction over 60,000) are elected by the Departmental Assemblies. The deputies (one for each 50,000) are elected by popular vote.

The Intendencies and Commissaries are administered directly by officials appointed by the Executive. The Congress, composed of the two Houses, meets at Bogotá annually on July 20. The Departmental Governors, the Intendencies and Comisarios are directly appointed by the President.

Liberty of speech and the freedom of the Press are absolute. The standard of public honour is high.

PAST PRESIDENTS (SINCE 1920).

Jorge Holguín	1921
General Pedro Nel Ospina	1922
Dr. Miguel Abadia Mendez	1926

PRESIDENT.

Dr. Enrique Olaya Herrera (1930–34).

MINISTRY.

Foreign Affairs	Dr. Roberto Urdaneta Arbeláez
Public Works	Dr. Alfonso Araujo.
Interior	Gabriel Turbay.
Industry and Labour	Dr. Francisco J. Chaux.
War	Carlos Uribe Gaviria.
Education	Pedro Maria Carreno.
Finance	Dr. Esteban Jaramillo.
Communications	Dr. Alberto Pumarejo.

The national **religion** is Roman Catholicism. There are four archbishoprics, viz., Bogotá, Cartagena, Medellín, and Popayán. There is complete freedom for other religious creeds which do not contravene Christian morals or the Law. The Church has control, so far as direction and supervision goes, of practically all the national or partly national secondary schools.

NATURAL RESOURCES.

Agricultural Products :—Colombian **coffee** is of the mild type, resembling the Central American rather than the Brazilian variety, and is cultivated chiefly by smallholders. The Department of Caldas (Manízales district), has most trees and produces about 30 per cent. of the total. Next in importance rank Antioquia (Medellín district), Cundinamarca (Bogotá), Santander del Norte (Cúcuta), Tolima and Santander (Bucaramanga). On a much smaller scale the crop is grown also in El Valle, Magdalena, Cauca, Nariño and Huila Departments. It is estimated that 879,481 acres of land are given over to coffee, and that the trees in bearing number 531,018,000. Colombia is the second largest producer of coffee in the world. About 88 per cent. of the crop goes to the United States.

Coffee culture is the principal industry and is carried on upon "fincas," generally 2,000–7,000 feet above the sea. A yield of about 2½ lb. per bush is normal, and the best Medellín coffee, known as "Excelso," commands the highest price in the market. Coffee can be picked almost all the year round, giving the cultivator a more or less constant income. This prevents seasonal booms and slumps, enables the transport services to work evenly, and steadies the price by regulating the advent of coffee in the market.

The quality is jealously guarded, and importation of seed from other countries has been forbidden since June 1923. High prices are realized for the article upon the international market, and the economic prosperity of the country is chiefly dependent upon this crop. Exports: 1930, 3,292,923 bags of 60 kilos; 1931, 3,034,011 bags, valued at $55,180,456; 1932, 3,139,504 bags, valued at $42,910,413. Exports in crop year ending June 1933, 3,348,239 bags.

The cultivation of **bananas** is the principal agricultural industry of the Santa Marta district, where there are 60,000 acres under banana cultivation. The United Fruit Company owns about one-half of the banana estates, and the rest are in private hands. On the average of recent years about one-third of the bananas imported into the United Kingdom are Colombian in origin. Exports from the Port of Santa Marta: 1929, 11,202,543 bunches; 1930, 10,741,000; 1931, 5,424,100; 1932, 7,021,880 bunches, valued at $6,007,273.

Tobacco, cultivated for local use in most parts of the country, is produced for export chiefly in the El Carmen district of Bolívar, in Santander, near Bucaramanga, and in Tolima, near Ambalema. A large part of the surplus goes to the French market or to the United States. The climate is especially favourable, and with due care high-class leaf can be grown. Cigars and cigarettes made from national tobacco are exported on a considerable scale. Exports of raw tobacco: 1930—955 metric tons; 1931—1,044 metric tons; 1932—819 metric tons, valued at 77,809 pesos.

Cotton is grown upon a small scale in most parts of the country, but on a commercial scale only in the Departments of Magdalena and Antioquía. The fibre is strong, but mixed in quality, with highly superior and inferior varieties growing side by side. A delegation from the International Federation of Spinners regards the Cauca Valley as the most eligible area for the extension of the culture. On the plateau 9,000–10,000 feet above the sea, a black soil is found resembling that of Texas, with a nearly constant temperature, a sufficient rainfall, and a fairly industrious population of 300,000, largely devoted to tobacco growing. The eastern part of Antioquía also offers prospects of good success.

Cotton is used by hand-spinners in country districts, and the supply coming to market does not suffice for the needs of the Colombian cotton mills. Export of cotton seed: 1930—1,633 metric tons; 1932—1,873 metric tons.

The great **sugar** estate, Ingenio Central Colombia, at Sincerin, about 28 miles from Cartagena, is the largest in the country, and there cane grows without irrigation on about 15,000 acres. Small plantations exist in many districts, and large undeveloped areas of suitable lands are available, notably in the Cauca valley. A Sugar Producers' Association has been formed. Production in 1932 was 700,000 bags. The consumption is about 500,000 bags.

The **tagua** or vegetable ivory nut, employed to make buttons, forms an important natural product. Groves of ivory-nut palms are found on the lowlands along both coasts and on the banks of the Magdalena, the Atrato, the Sinu and other rivers. The nut, when dried and cut, has the appearance of ivory, and can be sawn, carved, polished and dyed. The very good nuts from the Atrato region are shipped from Cartagena. Exports: 1929—5,449 metric tons; 1930—2,648 metric tons; 1931—1,325 metric tons; 1932—1,067 metric tons, valued at 21,966 pesos.

Rubber trees of the Brasiliensis and Guyanensis type abound along the eastern rivers. The Magdalena and Atrato afford other sorts of rubber, balatá and chicle. Exports, 1932 (value): Rubber, 16,596 pesos; balatá, 26,279 pesos.

Cacao, indigenous to the country and abundant at the lower elevations, although comparatively little cultivated, was formerly an article of export and remains a source of potential profit.

Drugs :—The balsams of copaiba and tolu are collected on the lower Magdalena. Tolu derives its name from a small Colombian town. About 47 metric tons of the balsam, valued at 38,557 pesos, were exported in 1932.

Sarsaparilla and ipecacuanha are two other drugs, to which may be added Winter's bark, vanilla, Tonka bean, castor-oil seed, cinchona, and curará. Gum copal, locally known as algarrobillo, occurs up the Carare River. Ginger is indigenous in the Valle Dupar.

Fibres :—Agave or sisal plants abound. Although systematic cultivation has not been undertaken on a large scale, Colombia produces enough fibre to satisfy the home demand for packing-sacks, rope, twine, and for the manufacture of the sandals (alpargatas) used by the poor. Hemp is now being grown experimentally in the Cauca Valley.

The Fique fibre is extensively employed in the manufacture of coffee sacks. It grows wild, but plantations have been begun in the Department of Boyacá. The coffee-bag industry is protected by the tariff upon jute bags. Pita fibre from a plant of the pine-apple family is used to make fishing nets and proves very serviceable. There are large natural plantations in the Department of Huila.

Dividivi, a Colombian plant used for tanning leather, might be commercialized to advantage, but up to now has not received much attention. The quality of the product is said to be superior. The tree grows wild, chiefly in the Goajira Peninsula. The exports are mostly to Hamburg. Exports : 1929—880 metric tons ; 1930—1,097 metric tons ; 1931—311 metric tons ; 1932—235 metric tons.

Silk is cultivated with some success around Bucaramanga, Manizales, and Popayán. The plantations near Bucaramanga are said to be the best. One advantage which the mulberry tree enjoys in Colombia is that production of the cocoons is practically constant and not seasonal.

The **Livestock** population of Colombia (1926) was as follows : Cattle, 7,343,000 ; hogs, 1,434,000 ; goats, 427 ; sheep, 810,000 ; horses, 929,000 ; mules, 329,000 ; donkeys, 149,000.

Vast areas are suitable for grazing, and improved breeds of cattle have been introduced. The llanos of Eastern Colombia and the Cauca and Patía valleys have large possibilities.

There is a modern frigorifico at Covenas, near Cartagena, but the internal demand for cattle has increased and packing for export is still inconsiderable. The export of hides and skins is important. Colombian hides are of very good quality, and command fair prices. The internal tanning industry takes the inferior hides for the most part. Exports in 1931 were 7,361 metric tons of cattle hides (value, 1,667,787 pesos) and 240 metric tons of other hides ; exports in 1932, 5,608 metric tons of cattle hides (value, 839,764 pesos) and 159 metric tons of other hides, valued at 63,395 pesos.

Throughout most parts of Colombia there is a great demand for good strains of horses and mules for transport.

Wheat and maize are raised in the higher lands. Primitive methods of agriculture have been general, and ploughing is little done except upon the plateaux. Wheat production has increased from 40,000 tons in 1929 to 80,000 tons in 1932.

Rice, a staple food, is cultivated upon a small scale near Cartagena and Calamar and in the western part of the country near Buga in the Cauca valley. Domestic production is now about 50,000 tons annually, but is still insufficient for Colombian requirements.

A great variety of **fruits** is found, including oranges, mangoes, pineapples, plums, quince and grapes. There is a cannery at Bucaramanga to handle pineapples for local consumption.

Pearling is carried on by native divers on the north coast, and in especial off the Goajira Peninsula. Pearl banks exist also in the Pacific near Guapi. Pearling boats are licensed and limited in number, and the seasons of fishing are being regulated. The catch is marketed in Paris, and one-quarter of the proceeds go to the Government.

LANDS AND FORESTS.

Colombia has immense areas of untilled lands owned by the State and known as **baldíos.** They are State lands, or lands which must revert to the Nation in accordance with Art. 56 of the Fiscal Code. There are baldíos in all parts of Colombia and the largest areas are along the coasts (where ivory-nut is obtainable), over the Eastern llanos, covered with natural pasture, and in the region of the Amazon River, covered with rubber trees. The Nation cannot transfer these baldíos by sale, but is allowed to adjudicate them in perpetuity.

The area of the Colombian **forests** is computed at 150 million acres, of four main types: Mangrove woods on the Caribbean coast; dry, thorny forest on the Goajira Peninsula; tropical forest extending to 5,000 feet altitude along the course of the rivers; oak, pine, walnut, and willow forest on the higher lands. Little timber has been exported.

Colombia has very few woods suitable for construction purposes, but several kinds suitable for the manufacture of fine furniture, interior house finish, and such uses, and a few hardwoods especially valuable for use in the manufacture of mechanical implements, for making dyes, and for certain tannic-acid preparations.

MINERAL WEALTH.

Oil :—Indications of oil have been found upon the western side of the Andes. Exploration has been carried on upon the Venezuelan border and in the valley of the Sinu River. Production upon the commercial scale has been confined to the middle Magdalena, about 400 miles from the mouth, where developments have made petroleum second only to coffee as a source of national wealth.

The Tropical Oil Company, which at present is the only company exploiting petroleum, commenced really active operations during the year 1919. The company, according to its contract with the Government, is obliged to pay a royalty to the Government of 10 per cent. on the gross production of the wells. The concession is

situated in the Department of Santander, from the river Sogamoso in the north, to Carare in the south, and has a frontage of 30 miles on the River Magdalena, extending 60 miles inwards towards the interior. In 1931 the Barco Oil Concession was granted to the South American Gulf Oil Company.

A double pipe-line, 360 miles long, and with a capacity of 50,000 barrels daily, has been erected from Barranca Bermeja, on the river Magdalena, to Mamonal, 10 miles across from the Bay of Cartagena.

Production of petroleum in Colombia has been as follows :—

	Barrels.		Barrels.
1926	6,443,527	1930	20,346,000
1927	15,760,797	1931	18,236,000
1929	20,384,000	1932	16,414,000

In 1932, 15,320,000 barrels, valued at $16,437, 783, were exported, compared with 16,989,000 barrels, valued at $15,751,000 in 1931.

Emeralds :—The only producing mine in the Republic, indeed in the entire world, is the Chivor mine, rediscovered about 25 years ago. The mine belongs at present to an American company. The famous Muzo mine, worked of late years by the Government, has been more or less closed.

Veins of green quartz are broken up by pick and crowbar, the matrix is washed in a sluice and searched for gems, which are sold in Paris. The Indian workers live in compounds. Colombia is the largest source of emeralds, and has exported these stones for four centuries.

The Department of Antioquía and the mountains between the Cauca and Magdalena Rivers are rich in **gold.** The deposits near the Marmato and Supía are reported to be especially valuable. Gold has been found near Neiva on the Upper Magdalena, and in the gravel of all the rivers flowing into the Pacific, where it is worked by mechanical dredgers. The greater part of the metal is produced by the primitive method of washing in pans.

The production in Antioquía during 1932 was 163,631 fine ounces. The production for the whole of Colombia amounted to 248,249 fine ounces, valued at 5,272,809 pesos, against 194,274 fine ounces in 1931, valued at 4,126,051 pesos.

Silver is found in abundance, although in smaller quantities than the gold. Nearly all the Antioquía and Caldas mines produce both metals in variable proportions. The mines of Santa Ana, La Manta, El Cristo, and San Juan, in Tolima, are national property.

Platinum occurs with gold. The two most important regions are the river Patiay and its tributaries to the south, and the headwaters of the rivers Atrato and San Juan. The centre of greatest production is the river Condoto. Columbia is the chief source of this metal, which is mainly obtained by dredging. The export in 1931 was valued at 1,234,645 pesos, and in 1932 at 495,056 pesos (16,055 troy ounces).

Copper ores are found in Santander, near Ocaña and Velez ; in Boyacá, near Moniguica and Santa Rosa ; and in Antioquía ; but owing to their inaccessibility are not worked.

Practically all the **Coal** production of Colombia is from the Calí district, which includes the area in the Cauca River Basin and east of the Cordillera Occidental. All the important coal mines are near the city of Calí, where the production is 2,000 tons a week.

Salt mines and springs are abundant in Zipaquirá, about 30 miles from Bogotá. The deposits have been worked by the Government since the Colonial days, and the revenues from these mines amount to about $1,500,000 per year. Salt evaporated from sea-water is worked on the Caribbean coast.

Other Mineral Products.—Sulphur, marble, mica, manganese, quartz, opals, sandstone which is highly valuable for construction work, basalt, natural phosphates, and pearls are also found in large deposits throughout Colombia.

INDUSTRIAL DEVELOPMENT.

In manufactures the Republic is dependent upon foreign supplies, except in a few cases, mostly luxuries, i.e. beer, aerated waters, chocolate, national alcoholic drinks, cigars, cigarettes and matches.

The industries whose production is auxiliary to overseas supplies are relatively more important. The chief of these is the textile industry, others are leather, glass, footwear, cement, soap, candles, earthenware, brush and box making. Relatively important industries dependent upon agricultural products are coffee, flour and sugar and saw mills ; there is also a wood drying plant in Bogotá.

Cotton spinning is carried on upon an important scale in Medellín, Barranquilla, Suaita, Samacá, and Manizales, and increasing proportions of the coarse cotton cloths worn by the working classes are manufactured in Colombian mills. A knitting mill at Bogotá produces sewing thread.

There are two woollen mills, one in Bogotá and one in Medellín, with spinning plant using locally grown wool and making cloth for the working classes. There is a local industry in carpet-making from fique, or local hemp. There is also a considerable amount of cottage weaving of blankets, " Rivanas," and rugs, particularly in the upland, and more remote districts of the country.

Panamá hats :—Hats are plaited mainly in the Departments of Caldas, Nariño, and Antioquía. The larger part of the export trade is with the United States. Exports were valued in 1930 at $327,825, and in 1932 at $136,679.

The demand for footwear is largely supplied from within the country, mainly from Calí, Barranquilla, Bogotá, and Cartagena. The tanning industry is not very far advanced, but there is an up-to-date tannery in Bogotá. There are one or two small tanneries in all the cities.

There are about 20 breweries in the country. A glassware industry is associated with the largest brewery in Bogotá.

The extension of electric light and power plants in all important centres is one of the most notable of recent developments. The water-power resources are estimated at 4,000,000 horse-power, of which 25,000 horse-power are developed.

Public Debt.

	Internal.	External.
June 30, 1933 ..	64,573.866 pesos. ..	73,406,632 gold pesos.

Service on the external loans was suspended in 1932, but was partly resumed in 1933.

Imports and Exports.

	Imports.	Exports.
1929	126,376,990 pesos ..	126,871,945 pesos
1930	62,841,000 ,, ..	112,708,549 ,,
1931	41,056,354 ,, ..	98,008,636 ,,
1932	30,469,790 ,, ..	70,396,669 ,,

British Capital :—£5,771,051 of British money has been invested in Colombia in railways, ropeways, and river steamers, mines and oil wells, factories, work and commercial enterprise, banking and Government bonds. U.S. capital is £25,500,000.

INLAND TRANSPORT.

The inland waterways afford the chief means of transport both for passengers and goods and constitute the highway to the ocean. Movement laterally from the valleys is made difficult by the mountains.

Several steamboat companies work regular services on the Magdalena River, from Cartagena and Barranquilla to La Dorada, and up the Cauca, from Calí to Cartago ; on the San Juan, from Buenaventura to San Pablo ; on the Patía and Telembi, to Barbacoas ; on the Zuila, from Puerto Villamizar to the Venezuelan port of Maracaibo ; and on the Meta, from Orocue to Ciudad Bolivár in Venezuela.

Magdalena River Services :—The navigation of the Magdalena River divides itself into three stages :

1. Barranquilla—La Dorada (600 miles) by large steamer.

Among the ports of call on the Lower Magdalena are :

Calamar.	El Banco.	Bodega Central.	Barranca.
Plato.	Tamalameque.	Badillo.	Puerto Berrio.
Zambrano.	La Gloria.	Bocas del Rosario.	
Magangue.	Gamarra.	Puerto Wilches.	

2. Dorada—Beltrán (70 miles) by train to avoid the rapids ; railway now open from Beltrán to Ibagué, and so *via* Girardot to Bogotá.

3. Beltrán—Girardot by smaller steamer. From Girardot train may be taken for Bogotá.

On the Upper Magdalena service the principal ports are :

Ambalama.	Nariño.
Guataqui.	Upito.
La Vega.	

Overhead **ropeways** are in use for the conveyance of goods ; that of the La Dorada Company, connecting Mariquita with Manizales, is the longest in the world. A ropeway from Gamarra on the Magdalena River to Cúcuta on the Venezuelan frontier is in progress. The new ropeway, Villa Maria–Manizales, is in use.

The **railways** (see map) are owned severally by the National Government, Provincial Governments, and private enterprises, and

they function chiefly in connection with river transport. The engineering difficulties of work in the Cordillera have militated against the creation of a trunk system connecting the Pacific coast with the capital. Work upon this system is, however, proceeding.

Except in the neighbourhood of Bogotá good **roads** are scarce. Road construction is in progress, and highways are being made suitable for heavy motor traffic. The new Cambao motor road connecting the capital with the Magdalena River south of Beltrán is now completed, giving a new pass through the mountain.

The Gran Carretera del Norte from the capital *via* Bucaramanga and Cúcuta to the Venezuelan border, in use by motor vehicles for about 250 miles from Bogotá, is a highway of major importance. About 60 miles of the roadway from Medellín to the Pacific has been built, and a road from the oil wells at Barranca Bermeja to Bucaramanga has been constructed by the Tropical Oil Company. The road from Bogotá to Calí is being extended to Buenaventura. About 40 miles of the road from the City of Tunja to the Magdalena River at Puerto Aquileo remain to be completed.

CURRENCY, WEIGHTS, AND MEASURES.

Currency :—Under the law of June 1907, the monetary unit is a gold peso equal to one-fifth of a pound sterling.

The coins actually in circulation are as follows :—

Nickel coins	1, 2, and 5 centavos.
Silver coins	half-peso, 10 and 20 centavos.
Notes	1, 2, 5 and 10 gold pesos.
Gold	2½, 5, and 10 pesos.

Weights and Measures :—The metric system is in general use, but the following measures are constantly found :—

1 vara cuadrada		= 0·64 square metres.
1 fanegada	= 6,400 square metres	= 1·5808 acres.
1 vara Granadina		= 0·80 metres.
1 cuadra	= 100 varas	= 80 metres.
1 legua (3 miles)	= 62·50 cuadras	= 5,000 metres.
1 cuarta		= 0.20 metres.
1 pulgada (inch)		= 0·025 metres
1 arroba	= 25 libras	= 12·50 kilos.
1 libra	= 16 onzas	= 0·50 kilo.
1 tonelada	= 80 arrobas	= 1,000 kilos.
1 saco	= 5 arrobas	= 62·50 kilos.
1 carga	= 10 arrobas	= 125 kilos.

POSTS AND TELEGRAPHS.

The internal postal tariff for letters is 3 centavos per 15 grammes ; and for printed matter 1 centavo is applied to correspondence with Spain and South, Central and North American countries (excepting Canada, and possessions of European Powers on the American Continent).

On foreign letters the charge is 10 centavos per 20 grammes ; and 2 centavos per 50 grammes upon printed matter. Outward letters from Great Britain cost 2½d. for the first oz., and 1½d. per oz. after. Under a contract with the United Kingdom postal authorities, letters for Bogotá and all points on the network of

Colombian air lines may be received at any United Kingdom Post Office. A saving of at least ten days is effected. Rates are 2s. per half-ounce via New York (10 days) and 1s. per half-ounce via Barranquilla (16 days).

Telegrams are 3 cents per word ordinary dispatches, and 6 cents for " extraordinary," with preference over all others. Telegraphic communication is possible between all parts of the country.

Wireless messages from Bogotá (Cerrito Station) to Great Britain cost 49 centavos per word; to New York 39 centavos per word. There are wireless stations at Cartagena, Barranquilla, Santa Marta, Medellín, Puerto Colombia, Bogotá, and important inland towns.

Cables from Great Britain to Buenaventura and Cartagena, 2s. 6d. per word; to all other points 3s. 2d. per word.

Telephones:—There are long-distance telephone lines between Bogotá and Buenaventura and between Girardot and Armenia. A telephone service is available from Girardot, Armenia, Cali and Buenaventura and Bogotá to the United States, Canada, Mexico, and some of the Central American countries; and from Bogotá to France.

PUBLIC HOLIDAYS.

The Feasts of the Church are observed and:—
July 20: Independence Day.
August 7: Anniversary of Battle of Boyacá.
October 12: Anniversary of discovery of America.

THE PRESS.

The principal **newspapers** are:—

Bogotá: " El Espectador," " El Diario Nacional," " El Tiempo," " Mundo Al Dia," and " El País."

Medellín: " El Colombiano," " El Correo de Colombia," " La Defensa," " Colombia," and " Heraldo de Colombia."

Barranquilla: " La Nación," " Diario del Comercio," " La Prensa."

Cartagena: " La Epoca," " El Diario de la Costa," and " El Mercurio."

Manizales: " La Patria," " Universal."

Calí: " Diario del Pacifico," " Relator," and " Correo del Canca."

Information for Passengers.

All passengers require a passport duly viséd by a Colombian Consul in the country from whence they have come. In travelling *via* Panamá, an American visa is not necessary for passengers landing in the Canal zone, but a Panamanian Consul's visa is essential. Vaccination certificates of recent date are obligatory.

Colombian regulations require all foreigners within two days of arrival in Colombia to register at the office of the local police. Registration fee 1 peso.

The maximum amount of personal luggage admitted free of duty is 150 kilos per adult; 75 kilos for children over ten years, or 50 kilos for younger persons. The maximum for immigrants is 500 kilos.

Guidance for Commercial Travellers.

Municipal licences solely are required to be taken out in most of the larger towns. In the larger towns the licence costs 40 pesos and is available for 30 days. A collector usually visits hotels, calling on travellers for payment. The majority of travellers do not put themselves down as salesmen but as "comerciante," and as such they are not taxed.

If samples can be put to industrial use or sold, import duty is leviable on them. Refund of duty, with a reduction of 25 per cent., can be obtained, provided that the samples are re-exported within one year. This refund is allowed provided that the entire shipment is re-exported.

A consular invoice is necessary, showing in detail a description of the samples and their weights in kilograms.

COLOMBIAN LEGATION AND CONSULATES IN GREAT BRITAIN.

RESIDENCE.	DESIGNATION.	NAME.
London .. .. .. (13 Grosvenor Crescent, Hyde Park Corner, S.W.1)	Chargé d'Affaires	Don Saturnino Restrepo.
	Counsellor	Don Jorge Garcés.
	Secretary	Don. M. Aya-Schroeder.
	Attaché	Dr. Bernardo Samper.
London .. .. .. (7 Sicilian Avenue, Southampton Row, W.C.1)	Consul-General	Don Alejandro López, I.C.
	Secretary	Enrique Cucalón.
Liverpool .. .. Central Buildings, (41, North John Street)	Consul-General	Don Carlos Vernaza D.
Glasgow .. .. .. (29 St. Vincent Place)	Consul	Luis Arbeláez.
Bristol .. .. .. (1 Queen Square)	Consul of Portugal (in charge of the Colombian Consulate)	Mr. J. S. Fraser.
Swansea	Consul	T. W. Stockwood.

BRITISH LEGATION AND CONSULATES IN COLOMBIA.

The letter (L) denotes that the Consular Officer has authority to register *lex loci* marriages. Members of the Diplomatic Service do not require Warrants.

RESIDENCE.	RANK.	NAME.	CONSULAR DISTRICT.
Bogotá ..	Envoy Extraordinary, Minister Plenipotentiary, and Consul-General.	Spencer Stuart Dickson	Republic of Colombia.
	Commercial Secretary	T. J. Anderson ..	
	Vice-Consul ..	A. D. Francis ..	
	Archivist	T. W. Glover. ..	
Calí	Vice-Consul ..	G. A. Young (Act.) ..	
Honda	Consular Agent ..	A. G. Castles (Act.) ..	
Medellín ..	Vice-Consul ..	D. McKellar (Act.) ..	
Barranquilla ..	(L) Consul ..	H. N. Burley (Act.) ..	
Buenaventura	Consular Agent ..	C. F. Patterson(Act.) ..	
Cartagena ..	Vice-Consul ..	H. L. Tyrer	
Pasto	Vice-Consul ..	S. V. Woodcock ..	
Santa Marta ..	Vice-Consul ..	G. H. White	

Costa Rica

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Limón, upon the Caribbean coast, the chief port of the country and the main means of access to the capital, has 7,600 inhabitants. It is the centre of the banana trade and the chief port for the shipment of coffee and produce, and is served by weekly steamers to New York, New Orleans, and by fortnightly and other vessels to Europe. Cristóbal is some 12 hours' sail. The rail distance to San José is 102 miles.

The railway from Limón to San José skirts the coast for 10 miles. The view from the train presents an almost continuous picture of the surf of breakers, appearing often through groves of graceful palms. The banana plantations are reached at Matina. The River Matina is crossed by bridge and next the Pacuare River. The railway follows later the course of the River Reventazon, leaving the tropical forest and leading past mountainside farms on which coffee, tobacco, sugar-cane, corn, and citrus fruits are grown. The Reventazon tapers to a stream 1,500 ft. below, broken by waterfalls and fringed by wild ravines. An elevation of 5,000 ft. is reached within 90 miles. From El Alto, 10 miles from the capital, the line descends 1,000 ft.

Hotels :—Park Hotel, 30 beds, $3–4 (U.S. currency).

San José, the capital, has a population of 51,459, and stands at an elevation of 3,816 ft. The climate is temperate, but cold in the evenings. The mean temperature is 70° F., with an annual variation

of only 5°. Slight earthquake shocks are frequent. The capital is 102 miles from Limón, 5½ miles from Heredia, and 68 miles from Puntarenas. The products are coffee, cacao and sugar cane. There are a few minor industries.

The architecture is a mixture of traditional Spanish and modern, cheek by jowl. The streets are well made, the sanitation is good, and small parks add much to the appearance of the city. The bright uniforms of the military, the coloured shawls worn by women, the ox-carts and the mounted milkmen, diversify the streets. The National Museum contains rare pieces of ancient pottery. The National Opera House is one of the most beautiful playhouses in the Americas. Other buildings worth seeing are the Cathedral, the Raventos Theatre, the Union Club, the bank of Costa Rica, and the Temple of Music. The most attractive parks are the Morazán, Central, and España. La Sabana, a level area on the outskirts of the city, contains an aerodrome, golf courses, tennis courts, and other recreational facilities. The air port is at Santa Ana, outside San José.

Hotels :—Europa, 40 beds, $3–5 ; Continental, 20 beds, $2–3 ; Metropoli, 40 beds, $2–3 ; Gran Hotel Costa Rica, 120 beds, $5–10.

Excursions to scenic spots such as Aserri and Orosi, and to the Irazu and Poas volcanoes. Horses are available at the village of San Pedro for the ascent of Poas. There are paved roads to Naranjo (35 miles), Las Nubes (20 miles), and San Antonio de Belén, in a beautiful coffee district.

Rail :—A train for Limón leaves San José at 9 a.m., Monday, Wednesday, Friday and Sunday, arriving 3.15 p.m. A train leaves Limón at 10.30 a.m. on Tuesday, Thursday, Saturday, and Sunday, arriving at San José at 4.45 p.m. Every other day a train leaves San José for Puntarenas at 9 a.m., arriving at 2 p.m., and returning on the following day, same times. Observation cars are attached to the train. Splendid views. Passengers may buy pineapples at wayside stations, and sample a typical native product, the griddle cakes made of banana meal.

There is a local service for Cartago and Heredia and Alajuela and other points, and also a frequent service of motor-buses to these towns and to many villages.

Air Services :—See under Air Section.

Cartago, the ancient capital, stands 5,000 ft. above sea-level in a circle of mountains. It is 12 miles from San José, on the Northern Railway Company's line to Port Limón, at the foot of Mount Irazú (11,200 ft.), a volcanic peak. Excursions can easily be made to the crater of Irazú (six hours), and upon a clear day the traveller has an exciting view of the two oceans. Two days should be allowed, with an overnight stay at the National Sanatorium. A motor road is now open to San José.

The population is 7,100. The city was founded 1553. It was destroyed by earthquake in 1823 and 1910, and severely damaged on other occasions. It is the centre of one of the richest agricultural districts in the country. The suburbs brings its population over 26,000.

Hotels :—Francés, 30 beds, $2–3 ; Chicago, 30 beds, $3 (U.S. currency).

Puntarenas, a Pacific port of 7,000 population in the Gulf of Nicoya, is six hours' train journey from the capital. Large steamers now come alongside. The mean temperature is about 80° F., and from January to March it is much frequented by holiday makers for bathing and fishing. The chief products are cattle, sugar, and coconuts.

Fortnightly calls are made by P.S.N. steamers from Panamá,

and there is a fortnightly Panamá mail service with San Francisco and New York, calling at Havana (Cuba) eastbound.

A Government launch maintains a coastal service with Salinas Bay (Nicaragua) and intermediate ports in Guanacaste Province.

Air Services :—See under Air Section.

Hotels :—Europa, 30 beds, $2–4; Imperial, 30 beds, $2–3 (U.S. currency). Accommodation difficult January to March.

OTHER TOWNS.

Alajuela, of Alajuela province, is 14 miles by rail from San José. It is the centre of the sugar industry, has a population of 6,700, and stands 3,000 ft. above sea-level. The climate is even and the town is a midsummer (January-March) resort of residents of the capital. Juan Santamaria, the patriot who fired the building in which Walker's filibusters were entrenched in 1856, is commemorated by a public statue.

Mount Poás is in the neighbourhood, and an excursion to the Volcanic Lake and its geysers is well worth while. Roads run to San José, Cartago, and Puntarenas.

Hotel :—America.

Heredia, chief town of Heredia province, has a population of 7,600. It is upon the railway between San José and Alajuela, 6 miles from the capital, and is the centre of the coffee industry. There is also a road to San José.

Hotels :—Central; Italiano.

PHYSICAL FEATURES.

Costa Rica means literally "Rich Coast," and is seen to be rich by the tourist who lands from the steamer at Port Limón, where train is taken for San José, the capital, 3,816 ft. above the sea.

The most southerly of the five Republics of Central America, Costa Rica is bounded north by Nicaragua, east by the Caribbean Sea, west and south by the Pacific Ocean, and south-east by Panamá. The area is about 23,000 square miles. The population is mainly upon the central plateau of 3,500 square miles. The country is mountainous, with numerous volcanoes. The Atlantic slopes are covered with dense forests, with large and fertile stretches of pasture and rolling downs on the Pacific side. The interior is traversed by two volcanic cordilleras, separated by the central plateau and forming a single watershed. The highest peak in the northern range is Irazú (11,200 ft.), whence both the Pacific and Caribbean are visible. The second is Turrialba (10,910 ft.). In the southern range Chiripo Grande attains 11,485 ft. There are sixteen rivers. The San Juan, with a course of less than 100 miles, is the most important. It drains Lake Nicaragua, and has for tributaries the Sarapiqui and San Carlos. On the Pacific coast there are only small rivers, liable to sudden floods.

The **population** is about 510,000. Great tracts of country are uncultivated, although the State gives facilities for the purchase of land. The proportion of Spanish blood is more considerable than in most other Central American countries. Spanish is the universal language.

Costa Rica has taken little part in revolutions fomented by its more turbulent neighbours and has developed on democratic lines to a much greater extent than its neighbours. The results become evident immediately the visitor enters the country. The native workman has an appearance of self-respect and intelligence, and the school house is more conspicuous than the barracks. It is the proud boast of the Government that it supports more teachers than soldiers, and that the percentage of illiteracy is the lowest of any Central American Republic.

The **climate** varies from tropical heat on both Atlantic and Pacific coasts to warm summer in the interior. The mean temperature at 3,000 to 6,000 ft., ranges from 57° to 68° F. From the coast inland to a height of 3,000 ft. it ranges from 72° to 82° F. Above 7,000 ft. frosts are frequent. There are dry and rainy seasons, the former from December to April and the latter from that month onward.

Light English summer clothing with a light overcoat or waterproof for the evenings in the interior ; tropical clothing for the coast. All drinking water, especially outside San José, should be boiled.

Aborigines :—The native Indians of Costa Rica are a dwindling number, and a missionary estimate places the number of Talamancans at 1,200. The Cabeceras, notorious for their superstitious character, cultivate their land communally. The Bribis, a small and non-gregarious tribe, seek the society of other tribes in preference to their own. The very dark-complexioned Indians found south-east of Pico Blanco in inaccessible situations are unfriendly to strangers.

CONSTITUTION AND GOVERNMENT.

The legislative power is vested in a Chamber of Representatives, the Constitutional Congress, made up of 43 deputies, being one representative to every 8,000 inhabitants. By the Election Law of August 18, 1913, universal suffrage was adopted for all male citizens who are of age and able to support themselves, except those deprived of civil rights. Voting for President, Deputies and Municipal Councillors is, by the Law of July 26, 1925, secret, direct and free. The members of the Chamber are elected for four years, one-half retiring every two years. The executive authority is in the hands of a President, elected for the term of four years.

PAST PRESIDENTS (Since 1920).

Francisco Aguilar Barquero	1919 (August) to 1920 (May).
Julio Acosta Gárcia	1920–1924.
Ricardo Jiménez O.	1924–1928.
Cleto González *Víquez*	1928–1932.

PRESIDENT.

Ricardo Jiménez	May 1932.

MINISTRY.

Foreign Affairs	Lic Leonidas Pacheco
Finance	Carlos Brenes.
Public Works	Leon Cortes.
Interior	Santos Leon Herrera.
War, Marine and Police	Ricardo Monge.
Public Health	Dr. Solón Nuñez.
Education	Teodoro Picado.

NATURAL RESOURCES.

Coffee, bananas, and cocoa, the chief commercial crops, account for about nine-tenths of the export trade.

Coffee, the chief crop, was introduced over a century ago, and its success in Costa Rica led to its culture in other Central American countries. The quality is mild and makes such appeal to English taste that nearly three-fourths of the export is to the London market, where it commands top prices. Planting is the principal occupation, and many of the " fincas " are large. Shipment is made principally from Limón, and in part from Puntarenas. The 1932-33 crop was estimated at 400,000 bags, but the 1933-34 crop is estimated at 200,000 bags only. Exports: 1932—280,618 bags; 1933—400,000 bags.

A large **banana** trade is carried on from Limón or through Sixaola with New Orleans and New York. The crop constitutes about one-third of the national exports and has exceeded 11 million bunches per annum. The planting and export of bananas from the Pacific coast is slowly increasing. Exports: 1931—5,079,994 bunches; 1932—4,251,016 bunches.

Cacao of several varieties is indigenous and has been cultivated since the sixteenth century. More attention has been given to the crop, chiefly by the United Fruit Company, and the area under cacao has more than doubled since 1922. Except for a small quantity cultivated by artificial irrigation on the Pacific slope near Puntarenas, the whole is grown on the Atlantic side in Limón, where 150,000 hectares are considered eligible, or five to six times the area at present cultivated. Cacao has replaced bananas on some estates, but even so there is a large decrease in cultivation. Exports are from 5,000 to 7,000 metric tons annually, with 4,499 metric tons in 1931, and 5,112 metric tons in 1932.

Sugar, because of the increase in local consumption and the low rates obtainable in the foreign market, is no longer exported. Many cane-fields have been abandoned or cleared for coffee.

The export of vegetables to the Canal Zone is important, and **pineapple** growing has been developed by the United Fruit Company.

Large areas of land are devoted to **cattle** farming. Lean cattle are bought from Nicaragua and fattened, particularly in the Province of Guanacaste.

The **timber** exported includes cedar, and the balsa wood, largely used for insulating purposes because of its light weight. Mahogany, rosewood, and other cabinet woods were exported in small quantities in 1932.

Tobacco is planted on about 5,000 acres and is consumed locally, since the quality is scarcely good enough for export. Beans, maize and rice are grown for domestic consumption.

Honey, mother-of-pearl and tortoiseshell are among the minor products of value and interest. Turtle and mother-of-pearl are taken on the Pacific Coast.

Mining :—Gold and silver mining have been carried on upon the Pacific slope in the Abangarez, Barranca and Aguacate districts,

and two or three mines remain in work. Manganese ore exists in the province of Guanacaste.

No distinction is drawn between foreign and native acquisition of mining rights and concessions or the administration or distribution of the mineral output. The ownership of the subsoil is vested in the State, and mining rights may only be obtained by purchase or by filing a claim. The judge issues the title to a mine after the preliminary survey and minework, and this holds good while the mine is being developed, but lapses if the property is abandoned for two years. A mine once delivered to the claimant becomes his property, and he may sell, mortgage, or dispose of it at will.

Railways :—About 450 miles of 3 ft. 6 in. gauge railways are in operation with good tracks and bridges. Port Limón is headquarters of the system, which affords means of crossing the country from ocean to ocean and links the chief banana districts. The electrification of the Pacifico system has been completed. A line is proposed from the Gulf of Nicoya to the City of Liberia.

Roads :—The country has suffered from insufficient and defective roads. Contracts have been made for roads (1) from San José to Puriscal, (2) Alajuela to San Carlos, (3) Alajuela to Sarapiqui, and (4) San Ramon to Atenas.

Industrial Development :—Water power is plentiful, but little used, and labour is neither abundant nor especially apt. Twelve hours a day are worked on the plantations, and eight to ten in the factories, which are all small and largely occupied upon articles protected by the import tariff. Sawmills working upon native timber are numerous. Boots, soap, candles, and cigarettes are the most considerable products manufactured locally.

FOREIGN TRADE.

	Exports. Colones.	Imports Colones.
1932	39,620,082	25,328,427
1931	57,117,000	34,706,000
1929	72,671,543	79,171,543
1928	78,543,348	71,570,830

PUBLIC DEBT.

The debt on 31st December, 1931, was as follows :—

External.	Internal.
74,406,094 colones.	101,823,237 colones.

Payment of interest on certain sections of the external debt was suspended in 1932.

Currency :—The nominal unit, the gold **colón,** has been withdrawn out of circulation. The minor currency is silver (1 colón, 50, 25 centimos) ; copper, 10, 5, centimos ; and nickel, 2 centimos. The rate of exchange has been stabilized at 4.50 colones to the U.S. dollar. Notes of 2, 5, 10, 20, 50, and 100 colones are in circulation.

POSTS AND TELEGRAPHS.

Mails are sent *via* United States. There is a fortnightly dispatch to and from London *via* Avonmouth. The postage is 2½d. the first

oz. and 1½d. each oz. after. Homeward mails are due about once a week.

The All-America Cables Incorporated have stations at San José, Port Limón, and Puntarenas.

Wireless messages may be sent from the powerful new station at Paraiso or its connecting station at San José direct to Miami (Florida) or other point for re-transmission to all countries. From their station at Limón the United Fruit Company transmit communications to all parts. A Government high-power station at San José communicates with Mexico, Guatemala, and Salvador.

WEIGHTS AND MEASURES.

The metric system is legal and is in general use. The following traditional measures are also in use, particularly in country districts :—

Lineal and Land Measures :—

1 vara = 33 pulgadas = 33 inches.
10,000 sq. varas (varas cuadradas) = 1 manzana = 1·72 acres.
1 hectare = 1·431 manzanas = 2·46 acres.
64¾ (64·89 exactly) manzanas = 1 caballeria = 111·37 acres.

Dry Measures :—

For beans, maize, rice, etc.—
4 cuartillos = 1 cajuela.
24 cajuelas = 1 fanega = 400 litres = 10·9988 bushels.
For coffee and fruit—
4 cuartillos = 1 cajuela.
20 cajuelas = 1 fanega = 400 litres = 10·9988 bushels.

Liquid Measures :—

1 botella = 1·179 pints.
5 botellas = 1 Spanish gallon = 120 liquid oz.

PRESS.

The principal newspapers are : " Diario de Costa Rica " and " La Tribuna," together with the " Gaceta Oficial." " La Nueva Prensa," " La Prensa," evening papers.

PUBLIC HOLIDAYS.

January 1 : New Year's Day.
March 19 : Annual holiday.
April 11 : Battle of Rivas.
May 1 : Opening of Congress.
August 15 : Annual holiday.
September 15 : Independence Day
October 12 : Columbus Day.
December 8 : Annual holiday.
December 25 : Christmas Day.
Chief Days of the Catholic Church.

Information for Passengers.

Passports need to be viséd by a Costa Rican Consul. Medical certificates are required certifying that the applicant for a passport or visa has been vaccinated and is free from tuberculosis, leprosy, bubonic plague, yellow fever or any other serious or infectious disease. The certificate needs to be viséd by a Costa Rican Consul

and to be attached to the passport for the satisfaction of the police authorities. Tourists who are not staying in Costa Rica more than 15 days do not require a visa. Visitors must report to the police within 8 days of arrival.

BRITISH LEGATION AND CONSULATES IN COSTA RICA.

RESIDENCE.	RANK.	NAME.	CONSULAR DISTRICT
(See PANAMA)	Envoy Extraordinary, Minister Plenipotentiary, and Consul-General.	Sir J. Crosby, K.B.E., C.I.E.	Republic of Costa Rica.
San José ..	Consul	Frank N. Cox, M.B.E.	San José
	Vice-Consul	A. Murray	.—
Port Limón ..	Vice-Consul	R. C. Johnston ..	Province of Limón

COSTA RICAN CONSULATES IN GREAT BRITAIN.

TOWN.	DESIGNATION.	NAME.
London	Consul-General	José Vargas Porras.
33 King William St., E.C.4.	Consul	John C. Eggers.
	Vice-Consul	Henry Eggers.
Cardiff and Bristol ..	Consul	Robert M. Ernest.
Glasgow	Vice-Consul	W. A. Moir.
Manchester	Consul	Eduardo Salem.
Southampton	Consul	Ernest Pollden Terry.
Swansea	Vice-Consul	Fred A. Rees.

Guidance for Commercial Travellers.

A commercial travellers' agreement between Costa Rica and Great Britain came into force in August, 1930. A license for the whole of Costa Rica is obtainable upon payment of a single fee. Samples or specimens liable to import duties are admitted free subject to the amount of duties being deposited. The period allowed for re-export is not less than six months.

The best time for a business visit is from May to July.

A COSTA RICAN CALENDAR.

1530. Conquest by Spain completed.
1540. Becomes a province of the Viceroyalty of Guatemala
1553. Cartago founded.
1666. Pirates raid the coasts.
1821. Costa Rica declares its independence.
1823. Civil war. Capital transferred from Cartago to San José.
1824–39. Costa Rica a member of the Central American Federation.
1841. Cartago severely damaged by earthquake.
1848. An independent Republic set up.
1854. Railway construction begun.
1863. Costa Rica joins Guatemala and Nicaragua against Honduras and Salvador.
1871. Constitution promulgated.
1885. A defensive alliance made between Costa Rica, Nicaragua, and Salvador against Guatemala.
1897. Costa Rica joins the "Greater Republic" of Central America, of which Nicaragua, Honduras, and Salvador are members.
1898. Secedes from the "Greater Republic."
1900. Boundary dispute with Panama settled by arbitration.
1911. Severe earthquake, Cartago. Gold Refunding Bonds issued.

Cuba

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CUBA.

Havana, the capital, has a population of 589,079. It is 324 nautical miles from Tampa (Florida), and 1,166 from New York, whence there are regular steamers. The mean temperature is 76° Fahr., the average rainfall 43 in., and there are normally 106 rainy days in the year. The harbour is large and beautiful, two miles in length, one mile wide, and fully protected against storms. The hotels are first class, and the centres of amusement include a fine race-course, an excellent bathing beach and numerous cabarets.

The port receives about two-thirds of the imports into Cuba, and approximately one-fifth of the total exports, including nearly the whole tobacco crop.

Havana is a metropolis in which the new merges agreeably with the old—the palaces, plazas, colonnades, towns, churches, and monasteries which moved J. A. Froude to liken the city to Castile. The parks are magnificent and give an almost continuous drive. The Prado, facing which is the fine new Capitol Building, is a central parkway connecting Colón, Fraternidad, and Central Parks; beyond are the drives of Paseos La Reina, Carlos III, and Tacon. The Parque Central, with its laurels, poncianas, almonds, palms, shrubs, and gorgeous flowers is in the heart of the city and surrounded by clubs, hotels, and cafés.

Morro Castle (built 1587), with the Cabañas Fortress (1763) in rear, is seen to the left of the harbour on arrival. Principe Fort, accessible by tramcar, stands upon an eminence commanding capital views of the city and harbour. The Plaza de Armas, the starting-point of the two principal shopping streets, contains the Town Hall and La Fuerza, an ancient fortress, which is the present headquarters of the Cuban Army and Navy. The seventeenth-century cathedral and a sixteenth-century Dominican convent are near. Vedado, the finest of the suburbs, is reached *via* the Malecon, a handsome sea-wall roadway.

The sights include the exciting game of Jai-Alai (pronounced high-a-lie), identical with the Basque pelota.

Landing :—Usually alongside.

Mail steamers of the P.S.N. Co. maintain a monthly service from Liverpool (transit 17 days); a weekly service from New York is supplied by the Ward Line and United Fruit Co. Line A freight car ferry or seatrain service has been inaugurated between New York and Havana. There are regular passenger services from Continental ports, and during the winter season calls are made by numbers of touring steamers.

A short sea passage (6 hours) from the coast of Florida can be made daily by Peninsular and Occidental steamer from Key West (Florida East Coast Rly.).

Guide Books :—There are several locally produced guide-books to the city and to Cuba generally. The best of these are "Cuba," produced by the Cuban National Tourist Association; "The Key to Havana," and "Motor Touring Guide to Cuba." This last, the official handbook of the Automobile Club of Cuba, is particularly useful, for it gives details of all the best excursions from Havana.

Air Services :—See under Air Section.

Hotels :—National, Inglaterra, Almandares, Plaza, Bristol, Roosevelt, Florida, Regina, Ambassador, Presidente. The National was damaged during riots, 1933.

Conveyances :—The taxi service is cheap and convenient; short rides within the city cost 20 cents per person. Cars can be hired by the hour at low charges.

British Legation and Consulate-General :—San Pedro No. 4.

Golf :—Havana Country Club (private), Almandares Hotel (public golf), and Rovers Athletic Club (British).

Excursions :—MARIANAO, ten miles west by rail or tram, with its beach, La Playa. MATANZAS, sixty miles east by rail, near Yumuri Valley, Caves of Bellamar, Hermitage of Montserrate. ISLE OF PINES, train to Batabano and steamer (daily except Mondays, 60 miles) to Nueva Gerona.

Clubs and Societies :—There are a large number of Freemasons, and there are Lodges in all communities. The Automobile Club has a large membership and a palatial clubhouse in Havana. The Vedado Tennis Club and the Country Club are important social institutions. The Yacht Club has headquarters at Marianao, the fashionable sea resort. The Union Club has an influential membership ; the Jockey Club, the Athletic Club, the Casino Español, the National Society of Veterans (of the Cuban Army), and the Rotary Club are all important. The American Club has a residential clubhouse, of ten stories and a roof garden, in Havana. The British Club is at Hotel Florida, 2nd floor, Obispo and Cuba Streets, with a golf course at Marianao.

Santiago de Cuba, capital of the province, and the second oldest city in the island, was founded by Velazquez in 1514. It has a population of 143,466. Santiago is 540 miles from Havana by the Cuba Railroad, and can also be reached by road. The approach by water is through a harbour entrance 180 yards wide, beneath the battlements of Morro Castle upon the summit of a rocky point 200 feet high. The seaward side of the promontory is precipitous ; on the inner face, a long flight of crumbling steps, hewn out of the rock, leads to the water's edge.

Opposite Morro on the left is La Socapa, and within the harbour in rear of Morro is the Estrella Battery. Beyond, on the left, is Cayo Smith (Smith Key), a small island once held by the British. It is a home of fisherfolk and pilots, and its red-tiled houses and small ruined chapel are picturesque. In a cove nearby Hobson sank the " Merrimac." Farther up the harbour is Cayo Ratones, and a small island, formerly the magazine for the ships of the Spanish Navy. On the right shore, amidst a grove of coconut trees, is the coaling station of Cinco Reales. Opposite are the summer homes of Santiago merchants.

Santiago Cathedral, the largest church in the island, is in the Hispano-American style, with two towers and a dome. The nave is of great width, and the side chapels are rich in marbles and fine mahogany. The principal shopping streets are San Tomás, Enramadas, and Marina. A fine view of the harbour is obtained from the head of Marina Street. The Almeda is a popular avenue and drive in the lower part of the city, along the bay. The railway station on this avenue, to the north, is a handsome, concrete structure.

On February 3, 1932, the town was partly wrecked by earthquake. The Cathedral and many other important buildings were badly damaged.

Hotels :—Casa Grande, America, Venus.

Air Services :—See under Air Section.

OTHER TOWNS.

Antilla, on the north coast of Oriente Province, a northern terminus of the Cuban Railroad, has extensive docks with deep water, in an admirable natural harbour, Nipe Bay. Population, 14,000. Principal export, sugar.

Hotels :—Antilla, Miramar.

Air Services :—See under Air Section.

Batabano, on the south coast, 36 miles by rail from Havana, is the port of departure for the Isle of Pines (80 miles). Sponges are fished off this port, and giant turtles are caught. Population, 17,400.
Hotels :—Dos Hermanos, Miramar.

Camagüey, population 84,825, is 338 miles by rail from Havana, and 200 from Santiago. One of the most picturesque of Cuban towns, it has many medieval buildings, and a first-class hotel. It lies at the centre of a large cattle farming and agricultural district, and is an important distributing point. It was severely damaged by a tidal wave in November, 1932.
Hotels :—Camagüey, Plaza.
Air Services :—See under Air Section.

Cardenas, population 35,000, is on the north coast 109 miles by rail from Havana and 41 from Matanzas, in a sugar-growing district. In commercial importance the port ranks fourth in the island. The summer resort, Varadero, renowned for its bathing, is a short distance away. Exports sugar and sisal fibre.
Hotels :—Europa, Isla de Cuba.

Cienfuegos, 195 miles by rail from Havana, another sugar port, is a modern city on the south coast, picturesquely laid out. It has a magnificent bay, 11 miles long, and one of the finest plazas on the island. The Castillo de Jagua, near the entrance to the harbour, is a relic of old Spain, erected as a protection against the pirates of the Caribbean Sea. The bay gives views of the Trinidad Mountains, which rise 3,000 ft. Population, 76,951. There are excellent facilities for sport of all kinds, including yachting, tennis, and bathing.
Hotels :—Continental, La Suiza, Union, San Carlos.
Air Services :—See under Air Section.

Guantanamo, a considerable sugar centre, 20 miles inland from its port, Caimanera (in Guantanamo Bay), is the U.S. naval station in south-eastern Cuba. It is 41 miles from Santiago, whence it may be reached by road or rail. Population, 13,464.
Hotels :—Venus, Washington.
Air Services :—See under Air Section.

Manzanillo, population 24,670, standing on the Gulf of the same name, in the south-east of the island, is 487 miles by rail from Havana, and 112 from Santiago. The town is commercially important and is accessible by regular coasting steamers. Its situation is low, and its climate hot.
Hotels :—Inglaterra, Casa Blanca.
Air Services :—See under Air Section.

Matanzas, a sugar port of decreasing importance, is on the north coast, 50 miles east of Havana, and has a good sheltered harbour. Population 65,413. The town is well laid out, with handsome plazas and boulevards ; the Paseo is one of the features. The Bellamar Caves, on a plateau, 1½ mile away, are of a wonderful crystalline formation, with narrow passages and a " Gothic Temple " hall, 250 ft. by 80 ft. The view of the Yumuri Valley from the hill, makes a magnificent prospect. Road to Havana.
Hotels :—Louvre, Paris, Sevilla.

Nueva Gerona, upon the Isle of Pines, is approached by steamer from Batabano, a port due south of Havana. Bathing, boating,

fishing, and motoring through the groves of fruit trees and fields of pineapple are the attractions offered to travellers.

Hotel :—Anderson's, San José.

Nuevitas, on the north coast in Camagüey Province, in the eastern half of the country, has a large and thoroughly sheltered bay. Pastelillo, the terminus of the Cuba Railroad, and Puerto Tarafa, the terminus of the Cuba Northern, are on the outskirts of the town. Together the ports handle the larger part of the sugar crop. Population, 18,000. It suffered greatly from a tidal wave in November, 1932.

Hotels :—Palmero, Quinta, Miramar.

Pinar del Rio, famous for the best cigars and Vuelta Abajo leaf tobacco, is 107 miles by rail westward from Havana. It has a population of 15,951.

Hotel : —Ricardo.

San Diego de los Baños, near Paso Real railway station, is about 40 minutes by motor from Havana. The sulphur springs are of high repute. The social season is from mid-June to mid-September.

Sancti Spiritus, population 25,926, is 240 miles by rail from Havana ; a centre of the cattle and sugar trades.

Hotels :—Plaza, Isla de Cuba.

Santa Clara, capital of its province, and important as a sugar and tobacco centre, is 180 miles east of Havana on the United Railways. The city is served also by rail to Cienfuegos (41 miles), its port. The population is 26,740. Road to Havana. The railway to Trinidad passes through the finest scenery in the island, and the trip is well worth while for the views alone.

Hotels :—Central, Santa Clara, Telegrafo.

Air Services :—See under Air Section.

Trinidad, a very picturesque old city founded in 1514, is the centre of a rich agricultural region. It is reached by train (45 miles) from Santa Clara. Population, 13,463.

Hotels :—Trinidad, Canada.

PHYSICAL FEATURES.

Cuba, the largest island in the West Indies, has an area of 44,164 square miles, and a length, east to west, of 759 miles. The average width of about 60 miles leaves no point far from the sea, and the coast has a remarkably large number of good harbours and anchorages. As the island lies across the entrance to the Gulf of Mexico, these roadsteads make Cuba of great strategic importance. The coast line exceeds 2,000 miles.

The six provinces are Havana, 3,174 square miles ; Pinar del Rio, 5,212 square miles ; Matanzas, 3,260 square miles ; Santa Clara, 8,260 square miles ; Camagüey, 10,070 square miles ; Oriente, 14,188 square miles.

Pinar del Rio, in the west, is rich in minerals and grows the finest tobacco, especially in the Vuelta Abajo district. The foothills and valleys of the Cordilleras de los Organos are highly productive. Havana province is thickly settled, with flourishing plantations and farms and many prosperous towns. Matanzas province is highly cultivated, notably with sugar, and well populated. The Yumuri Valley, a reserved area of rich tropical scenery, and the mammoth caverns of Bellamar, attract thousands of tourists. Santa Clara province has large sugar and tobacco plantations, and rich grazing lands. Cienfuegos, the chief port, has a

harbour eleven miles across. Santa Clara, Sancti Spiritus, and Trinidad are important and historic cities. The character of the country changes rapidly farther east. Camagüey has rich grazing lands, important forest areas, and large fruit farms.

The province of Oriente has flourishing plantations and important fruit industry on the north. The Baracoa region is famous for natural wonders, cascades, limestone caverns, and petrified remains. There is a group of ports on the north coast in a large tridented bay: Banes, Antilla (the north-eastern terminus of the trunk railroad with fast steamers to New York for fruit and tourists), Nipe, and Cabonico. The southern area of Oriente is heavily wooded and mountainous with the Sierra del Cobre, and virgin forest extending over many rugged peaks of the Sierra Maestre, which are piled in a rugged, picturesque barrier near the coast. Santiago, the capital, and Guantanamo, are based on enormous land-locked harbours shut in by mountains. Mount Pico Turquino, 8,400 ft., the highest point in the island, is in this province.

The **Isle of Pines,** 60 miles off Batabano, on the south-western coast, was regarded by the United States Government as an integral part of Cuba. The treaty relinquishing the American claim to its title was signed March 13, 1925. The island, of 1,180 square miles, has a population of 4,288, chiefly occupied in cultivating grape fruit and winter vegetables. The soil is largely owned by American citizens.

The **climate** is equable and generally healthy, with 60°–98° Fahr. as the extremes of temperature. Stringent sanitary reforms have made Cuba one of the healthiest countries in the world, with a death-rate of 12.03 per thousand; it is now the most fashionable winter resort for Americans.

The heat in Cuba is tempered by the prevalence of the North-East Trade Winds, and the midday summer heat gives a lower average than in similar latitudes on the mainland. The nights are generally cool. The summer rainy season is marked by heavy thunderstorms, and periodic deluges with intervals of brilliant sunshine. The rainfall averages 54 in. annually.

The dry season, which is not rainless, runs from December to April. This is the best time of the year for a visit.

The **population** was estimated (1932) at 3,962,344. In the 1930 census there were 2,570,202 whites, 923,346 coloured people, and 269,927 unclassified. There is a large inflow of visitors in the months November—March. The Government has taken steps to prevent foreigners who enter as tourists from remaining to earn their living. During the four years ending December 31, 1931, emigration exceeded immigration by 54,495.

GOVERNMENT.

The preamble of the **constitution** of 1901 declares the country an independent sovereign State under the Republican form of government, exerted by three powers, Legislative, Executive, and Judicial. The country undertook to raise no foreign loans beyond the capacity of current revenue, and incorporated certain provisos which granted the United States the perpetual lease of naval stations at Guantanamo and Bahia Honda, the United States

undertaking to intervene in the event of the independence of Cuba being threatened by a foreign Power, Cuba assuming all obligations and undertakings which devolved on the United States by the Treaty of Paris. Legislative power is exerted by Congress—the House of Representatives of 118 members elected for six years, and a Senate of six members from each province, sitting for six years.

The president is elected for a term of six years, without right of re-election. Women over 21 have the right to vote.

The Supreme **Court** is in Havana. There is a Court of Appeal at the capital of each province. The provinces are divided into judicial districts, each with judges for civil and criminal actions. In addition, there is in each municipality a corrective court for minor offences.

Article 24 of the Civil Code guarantees foreigners the same rights as Cubans in respect to law, property, and protection of interests.

All **religions** enjoy an equal status. There is no State church. Roman Catholics largely predominate.

The **language** is Spanish, but English is widely understood.

PRESIDENT.

Sr. Grau San Martin.

MINISTRY.

Foreign Office	Manuel Marquez Sterling.
Interior	Dr. Antonio Guiteras.
Justice	Dr. Joaquin del Rio.
Finance	Col. Manuel Despaigne.
Public Works	Ing. Gustavo Moreno.
Public Health and Charity	Dr. Carlos Finlay.
Education	Dr. Manuel Costales Latatu.
Agriculture and Commerce	Ing. Gustavo Moreno.
War and Navy	Dr. Antonio Guiteras.
Post and Telegraph	Dr. Antonio Guiteras.
Under-Secretary State, Foreign Office	Jose A. Barnet.
Secretary of Work	Dr. Angel Alberto Giraudy.
Secretary of the Presidency	Dr. Ramiro Capablanca.

A CUBAN CALENDAR.

1492. Columbus on his first voyage discovers Cuba, which he named Juana : named Cubanacán by the natives.
1511–24. Diego Velazquez founds settlements.
1516. Las Casas arrives in Cuba as "Protector of the Indians."
1519. Havana founded.
1762. Havana captured by the English under Lord Albemarle and Admiral Pocock.
1763. Havana restored to Spain by the Treaty of Paris.
1818. Cuba opened to the trade of the world.
1850. Invasion by General Lopez and a body of Americans.
1854. Purchase of Cuba recommended by United States envoys.
1868–78. Rebellion against Spanish rule.
1886. Slavery finally abolished.
1895–98. Further rebellion against the Spaniards.
1898. U.S.A. battleship "Maine" blown up in Havana Harbour ; Havana occupied by United States troops. First Cuban autonomous Congress opened by General Blanco.
1902. Cuba declared an independent Republic.
1903. Permanent treaty between Cuba and the United States signed.
1906. Rebellion headed by General Gomez.
1906–08. Intervention by United States at the request of President Palma.
1909. Inauguration of the second Republic.
1917. Cuba declared war on Germany.
1919. Joins the League of Nations.
1925. United States relinquishes claim to Isle of Pines.
1928. Constitutional amendments.
1931. Unsuccessful risings
1932. Tidal wave sweeps southern coast.
1933. President Machado deposed.

NATURAL RESOURCES.

Cuba is much the most important single source of **cane sugar.** The situation is especially favourable, the cost of production is exceptionally low, and the technical equipment of the 160 sugar mills is first class. The chief sugar districts are Oriente, Camagüey, Santa Clara, and Matanzas. The planters are known as " colonos," and usually work from 600 to 3,000 acres. The success of the crop depends largely upon the climate during the months September to November. The sugar grinding season extends from mid-December for four to six months. The sugar land under cultivation is over 3,000,000 acres.

Sugar refining is carried on by American companies for the domestic and export markets, but the larger part is exported unrefined in bags of 325 lb. each. Normally 80 per cent. is exported to the States. The Cuban home consumption is about 150,000 tons.

Total sugar exports, raw and refined, were 2,608,470 long tons in 1932, as against 2,722,886 long tons in 1931. Exports to the United States were 1,701,618 long tons, as against 2,085,491 long tons in 1931. Exports to other countries rose from 637,395 long tons in 1931 to 906,853 long tons in 1932.

In October, 1932, Cuba restricted her 1933 sugar crop to 2,000,000 tons. Actual production in 1933 was 1,995,079 long tons. The quota for export to the United States was tentatively fixed at 1,114,991 tons and that for other countries at 735,009 tons, leaving 150,000 tons for internal consumption.

Associated with the sugar industry is the manufacture of industrial alcohol from molasses. Exports of molasses in 1931 were valued at $4,859,984 against $11,407,494 in 1930.

Cuban **tobacco,** especially in the form of Havana cigars, enjoys a unique reputation. The Vuelta Abajo leaf, grown in the western part of the island and employed principally in Habana factories, is the most famous. Vuelta Arriba or Remedios is the most largely exported. Very many grades of each are recognized. The crop is planted in early November and harvested in early January, when it is stored in sheds to dry ; thereafter to be sorted, packed, and prepared. Probably one-half the crop is utilized at home, and much the larger part of the balance exported to the United States. Dry seasons reduce the quantity considerably but improve the quality.

Some millions of cigars are exported annually, and about one-third are consumed in the United Kingdom. The exports of tobacco and tobacco products fell from $22,847,120 in 1931 to $12,926,270 in 1932, a decrease of over 43 per cent. Exports during 1932 consisted of 36,355,270 pounds of leaf tobacco, 28,563,695 cigars, 41,388,247 cigarettes, and 152,235 pounds of smoking tobacco, as against 39,726,736 pounds of leaf tobacco, 55,311,973 cigars, 67,296,322 cigarettes, and 160,808 pounds of smoking tobacco in 1931.

Production of tobacco in 1930-31 was 587,939 tercios ; in 1931-32 it was less than 200,000 tercios. Estimated production for 1932-33 is 30 per cent. less than for 1931-32.

Fruit and Vegetables, ranking next in commercial importance to tobacco, are grown largely for the United States market. Grape fruits in the Isle of Pines, for example, ripen earlier than upon the mainland, and so find ready sale. Vegetables, mostly from the Provinces of Habana and Pinar del Rio, are shipped from November to May. The entire crop is handled by the port of Havana. The vegetables exported, in their order of importance, are tomatoes (50 per cent. of total exports), egg plant, potatoes, pineapples, green peppers, lima beans, cucumbers, okra, squash, and string beans. There are also considerable quantities of grape fruit and avocados (or alligator pears). Progress in market gardening is interrupted by cyclones and droughts. Cuban grape fruit is one of the most esteemed varieties upon the London market.

Exports, 1932 : Fruit, 132,245 metric tons valued at $2,834,556. Vegetables, 20,951 metric tons valued at $960,740.

Coffee, once an important source of wealth, especially in the eastern half of the island, and for long neglected, has received more attention from small growers during the depressed state of the sugar market. There are now 730 coffee plantations in the province of Oriente. The island is now producing more coffee than it consumes. Production : 1930-31, 549,865 quintals ; 1931-32, 525,000 quintals ; 1932-33, 400,000 quintals. Exports : 1932, 5,968,003 kilos, valued at $1,163,921.

Cacao is grown in the provinces of Oriente and Santa Clara. Statistics are not available.

Henequen is planted upon some 8,000 acres, and there remain 1,000,000 acres suitable for this crop. The largest company cultivating henequen and working the fibre has its headquarters in Matanzas. The annual production of the fibre is estimated at eight million pounds weight, and the output of rope, cordage and string is in bulk about equal to the total production of fibre. Exports of rough fibre and cordage : 1931, $645,646 ; 1932, $82,523.

Bees find abundance of flowers throughout the year, and the **honey** harvest is probably 9 million lb. Exports, Honey : 1930, $653,710 ; 1932, $330,617. Beeswax : 1930, $140,807 ; 1932, $70,051.

New agricultural bureaux have been established with a view to stimulating the production of rice, corn, and other imported foods. About 15,000 acres are now devoted to rice.

There are over four million head of **cattle** in the island. The succulent parana grass is practically inexhaustible, and there are large ranches in the eastern districts, though cattle and horses are also raised in the other provinces. The Government is fostering interest by experimental stock farms and cattle shows. Cuban cattle-growers are at present faced with the problem of finding an outlet for the 50,000 head annual surplus of cattle. There were

642,194 horses, 3,233 mules, and 3,357 asses in 1929. The 1930 census showed returns of 590,912 hogs, and 101,737 sheep.

Sponge fishing is carried on upon a considerable scale on the south coast of Havana province and on the Isle of Pines. The value of the catch in 1932 was $427,277. Turtle shell and mother-of-pearl are also exported.

Timber :—About one-sixth of Cuba can be termed forest land, and the best of it is in the provinces of Camagüey and Oriente. The principal and most valuable Cuban woods are : Cedar, mahogany and " majagua " (of the linden family). Lumber exports fell in value from $309,395 in 1930 to $144,362 in 1932.

The cedar wood, used for cigar boxes and pencils, is locally produced. There are about 15,000,000 acres of forests rich in hard and cabinet woods, many of then resistant to white ants. Mahogany and ebony are exported, as well as the beautiful acana wood employed for decorative purposes and umbrella handles.

Minerals :—In Oriente the **iron** mines near the coast export about 500,000 tons of ore to the United States. Manganese and copper mines are worked, and new copper deposits have been developed in Pinar del Rio. The production is estimated as the equivalent of 15,500 tons of blister copper. Petroleum wells have proved disappointing in yield and have not as yet produced any profitable results. Silver has been found in Giusa (Bayámó). Asphalt occurs throughout the island, and hard asphalt from the Bay of Mariel is exported to England for roadway use.

The salt mining industry in Cuba is making progress. Six deposits are being actively worked. The annual production is 50,000 tons.

INDUSTRIAL DEVELOPMENT.

Local Industries :—Cement is made at Mariel (Pinar del Rio) to a quantity of 500,000–700,000 barrels annually by the Cuban Portland Cement Company. Cuba has the largest mosaic tile factory in the world. There are large works at Marianao turning out domestic mahogany and metal furniture. Two local breweries have an output of probably two million barrels, aggregate. There are four or five soap factories. Wrapping paper and paper bags are made on a good scale from imported wood pulp, and factories have been established for milk products, jerked beef, yeast and canned fruit. Sisal rope is manufactured by three henequen plantation factories. Modern factories supply most of the local demand for shoes. There are three large factories making ready-to-wear suits, and three or four plants turning out tubular hosiery and under wear. Five factories are devoted to toilet preparations. There is an increased production of confectionery, chocolate, guava jelly, and candied fruits.

An interesting development of recent years has been the founding of a model industrial town some 15 miles from Havana. Boots and shoes, earthenware china and sanitary wares are manufactured under model conditions ; wood carving has been actively revived ;

Cuban fruits are canned, and there are engineering shops and special schools for the study of local industries connected with sugar, henequen, ramie, etc. A large number of pupils are specially selected from the provinces.

	IMPORTS.	EXPORTS.
	U.S. Currency.	
1929	$216,215,113	$272,439,762
1930	$162,452,268	$167,410,669
1931	$80,111,592	$118,865,553
1932	$51,014,265	$80,671,735

Foreign Capital :—The amount of British capital invested in Cuba and quoted upon the London Stock Exchange is £35,636,439. U.S. investments amount to over £200,000,000.

Total Debt (unofficial figures) :—$171,626,600.

Roads and Railways :—The principal railways are the United Railways of Havana and the Cuba Consolidated. The former has 1,600 miles of line and its system covers Pinar del Rio, Matanzas, Havana, Santa Clara, and a district west of the place last named. The latter has 1,200 miles, serves the provinces of Santa Clara, Camagüey and Oriente, and conveys three-quarters of the sugar crop. The public railways have 3,800 miles in operation.

Over 2,200 miles of road are maintained by the Government. The 700 miles long central highway from the western extremity, Cape San Antonio, to Santiago in the east, with branches to the several ports, was officially opened in 1931. It runs through Pinar del Rio, Havana, Matanzas, Santa Clara, Camagüey, and Santiago de Cuba.

CURRENCY, WEIGHTS, AND MEASURES.

The **monetary unit** is a gold peso of 1·5046 grammes, of the same value as the United States dollar. Cuban coinage maintains the same values as American currency, which is legal tender. There are gold coins of 20, 10, and 5 pesos. Also in silver : 1 peso, 40, 20, 10 cents. Nickel : 5, 2, 1 cents. Gold coinage is unrestricted, but the minting of silver is limited to 14,000,000 pesos. American paper money circulates, as do U.S. coins.

The **metric** system is in use generally, but the following measures are employed :—1 arroba = 25·366 lb. 1 caballeria (of land) = 33·16 acres. 1 vara = 33 inches.

THE PRESS.

The principal DAILIES are :—" Havana Telegram," " Havana Post," " La Mañana," " Ahora," " El Pais Libre," " El Comercio," " Mercurio."

WEEKLIES :—" Bohemia," " Carteles," " Semana Comica," " Neptuno."

MONTHLY :—" The Times of Cuba," " Isle of Pines Post," " Social."

POSTS AND TELEGRAPHS.

There are over 500 post offices in the island, and 260 central telegraph offices. The telephone system is well developed, and communication has been opened from England at a charge of

£11 8s. for three minutes, with a supplementary charge of £3 16s. per additional minute. There is a direct **cable** service with England. The Government maintains several **wireless** stations. Radio services are maintained with New York and Madrid.

Outward **mails** are dispatched *via* the United States, and the service is the same as to the United States. Homeward mails due about three times a week. Postage: 2½d. for one ounce, and 1½d. each ounce after.

Broadcasting:—Station PWX, 400 metres, transmits musical programmes. It is the principal Cuban station, and owned by the Cia de Teléfonas Cubana. Another station of importance is 2 M.G. Broadcast advertising is general.

PUBLIC HOLIDAYS.

January 1: New Year.
January 18: Anniversary of the nativity of the Apostle José Martí.
February 24: Revolution of Baire, 1895.
May 20: Anniversary of the Proclamation of the Republic (1902).
October 10: Revolution of Yara, 1868.
October 12: Anniversary of the Discovery of America, 1492.
December 7: National Homage to those who died for the Independence.
December 25: Christmas Day.

Guidance for Commercial Travellers.

No visa is required from British subjects. There are no special regulations affecting British commercial travellers, but all persons engaged in industry or commerce are required to take out a licence in each of the municipal divisions of the Republic. These licences are issued free. No special regulations exist in regard to commercial travellers representing more than one firm, or principals of firms travelling to take orders or to visit their customers.

Commercial travellers should be provided with documents or powers of attorney in order to accredit their profession if necessary. Passports are not indispensable, but it is advisable to carry some means of identification. The Cuban Post Office, for a small fee, issues an identification card.

Samples possessing value, and capable of use, are liable to duty. To obtain clearance of samples valued at more than $50 a consular invoice must be produced. No refund can be obtained if the value exceeds $500, or if the samples do not form part of the passenger's baggage. Subject to these conditions and to satisfactory identification, a rebate of 75 per cent. of the duty can be granted on re-exportation within three months.

BRITISH LEGATION AND CONSULATES IN CUBA.

RESIDENCE.	DESIGNATION.	NAME.
Havana	H.M. Envoy Extraordinary, Minister Plenipotentiary and Consul-General.	Herbert Adolphus Grant Watson, C.M.G.
	Archivist	D. C. Dunn.
	Consul-General	H. W. Border.
	Vice-Consul	Peter Pares.
	Pro-Consul	W. H. Brumbury.
Santiago de Cuba	Vice-Consul	L. Haydock-Wilson.
Cienfuegos	Vice-Consul	G. W. Bradley.

CUBAN LEGATION AND CONSULATES IN GREAT BRITAIN.

RESIDENCE.	DESIGNATION.	NAME.
London .. .. (30 York Terrace, Regent's Park, N.W.1)	Envoy Extraordinary and Minister Plenipotentiary.	Sr. Don Guillermo Patterson.
	Counsellor . .	Dr. Gabriel Suarez Solar y Lamas.
Liverpool .	Consul-General . .	General Calixto G. Enamorado.
London .. .. (95 Linden Gardens, Notting Hill Gate, W.2)	Acting Consul	F. Sanchez Garcia
Belfast	Consul	Pascual Goicoechea.
Birmingham	Acting Consul	I. Agrimonte.
Bristol	Consular Agent	W. H. Cole.
Cardiff	Consular Agent	Thomas David Jones.
Dover	Consular Agent	E. F. Prescott.
Glasgow (for Scotland)	Consul	Julio Brödermann.
Hull	Consul	Alfredo Alonso.
Newcastle . ..	Consul	J. F. Weidner.
Nottingham	Consular Agent	C. V. Reynold.
Sheffield	Consular Agent	C. W. Widmann.
Southampton .. .	Consular Agent ..	Col. J. E. Dawe:

Dutch Guiana

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DUTCH GUIANA or SURINAME.

Paramaribo, the capital and chief port, lies on the Suriname river, 13 miles from the mouth and 214 miles from Georgetown, British Guiana. It has a population of about 40,000. There is a deep water frontage of a mile, wharfed for a small portion with six piers, quays and warehouses the whole length.

Hotels :—Palace Hotel : 45 beds, $4 to $5 ; Waller : 7 beds, $2.40 to $2.80 ; Hotel Gans : $2.40 to $3, including meals.

Steamships :—Regular calls by Dutch, French and American lines. Local services to British and French Guiana.

Air Services :—See under Air Section.

Nieuw Nickerie (*New Nickerie*) on the south bank of the Nickerie River, 3 miles from its mouth, has a population of about 3,500. It can be reached by vessels of moderate draught, and there are facilities for loading and discharging cargoes. Fortnightly steamers call from Paramaribo and from Georgetown.

Albima, on the Marowyne (Maroni) is accessible to vessels of moderate size, and has loading and discharging facilities. There are fortnightly steamers from Paramaribo. Population 260. Albima is situated opposite St. Laurent (French Guiana), the convict settlement.

Coronie, with the village Totness, on the north coast between Paramaribo and Nickerie, with a population of 800, is one of the smaller places along the coast, served by Paramaribo and Georgetown steamers. Coronie is the coconut district.

Moengo, the Bauxite village, 104 miles up the Cottica river, where extensive mining is done, has a population of 1,400. The place was founded by Americans.

PHYSICAL CHARACTERISTICS.

Dutch Guiana, or Suriname, lies on the north-eastern coast of the South American continent, between 1° 55′ and 6° 5′ N. Lat. and between 54° and 57° 45′ W. Long. To the north it has a coast line on the Atlantic, and is bounded on the west by British Guiana and on the east by French Guiana, Brazil lying to the south. Its area is estimated at about 54,300 square miles or about five times the size of the Netherlands. The river Corantyne with the New river forms the western and the Marowyne (Maroni) and the Itany the eastern border. The Brazilian frontier has not been finally settled and agreed upon, but the two respective Governments are engaged in examining the question. The Tumac Humac mountains form a natural border. The principal rivers in the colony are the Suriname, the Commewyne with its tributaries the Cottica, Coppename, Saramacca and Nickerie. The country is divided into four clearly marked natural regions :—

(1) A strip of alluvial land stretching along the coast for about 3 miles inland, and lying partly below the sea-level. This region is inhabited and cultivated.

(2) The forest region, much of which is impassable, and has never been fully explored. In the river beds and swamps the soil is rich and the vegetation dense and varied, but it becomes much thinner on the higher slopes.

(3) The sandstone region is intersected by streams of all sizes. The trees are not so tall as those of the true forest.

(4) The savannahs present a series of transitions from wooded to grassy country and their undulating surface is broken by isolated granite rocks. The districts into which the country is divided are the sea districts Nickerie, Coronie and Marowyne and Upper and Lower Saramacca, Upper and Lower Suriname, Upper and Lower Para, Upper and Lower Commewyne and Cottica.

The **Climate** is tropical and moist, with a temperature ranging from 70 F. to 90 F. ; the average at Paramaribo being 80 F. There is a considerable rainfall on the coast, and this increases in the forest districts. The average inland fall varies from 60 to 80 inches and the average on the coast during the last 26 years is about 90 inches a year. After the first dry season, from February to April comes the first rainy season, from April to August. A second dry season sets in until November, followed by the second rainy season, lasting until February.

The registered **Population** is 138,374 and consists of Dutch and various other European nationalities, and Americans, British Indians, Javanese and Chinese, besides which it is estimated that there are approximately 17,000 Bush negroes (the descendants of escaped slaves) and 2,400 aboriginal Indians.

Javanese labourers are imported under a contract for five years. Since the cessation of immigrants from British India the Javanese immigration has largely increased. The Javanese do not settle as readily as the British Indians, but are being encouraged to do so by increased facilities. They number about 30,000. British Indian immigration ceased in 1919, but before then a great number of the contract labourers settled permanently in Suriname and many of them have become wealthy landowners, farmers, tradesmen, etc. There are at present about 35,000 in the colony. The towns, settlements and plantations upon the lower courses of the river are the only inhabited areas.

The number of Europeans is estimated at 1,600. Nearly a third of the whole population lives in the capital, Paramaribo.

HISTORY.

Although Amsterdam merchants had been trading with the " wild coast " of Guiana as early as 1613 (the name Parmurbo-Paramaribo was already known) it was not before 1630 that a great many English settlers came to Suriname under Captain Marshall. They planted tobacco. The actual founder of the colony was Francis Willoughby, fifth Baron Willoughby, of Parham, governor of Barbados, who sent an expedition to Suriname under Anthony Rowse to find a suitable place for settlement. Anthony Rowse, who was the first governor (1651-1654) wrote to his wife : " It is commended by all that went for the sweetest place that ever was seen ; delicate rivers, brave land, fine timber. They were out

almost five months, and amongst forty persons, not one of them had so much as their head ache. They commended the air to be pure, and the water so good, as they had never such stomachs in their lives, eating five times a day, plenty of fish and fowl, partridges innumerable, brave savannahs where you may in coach or horse-back ride thirty or forty miles."

Willoughby himself came to Suriname in 1652 with a great many settlers, among whom were a number of Jews. Willoughbyland became an agricultural colony with many sugar plantations. Jews from Holland and Italy joined them, as well as those originally migrated from Brazil after the final expulsion of the Dutch in 1654, driven by the French out of Cayenne in 1664. On August 17th, 1665, these colonists obtained a special grant from Lord Willoughby, the patron of Suriname, the first of its kind made by an English Government to the Jews. By letters Patent dated June 2nd, Charles II granted Willoughbyland to Francis Lord Willoughby of Parham and Lawrence Hide, second son of the High Chancellor Edward, Earl of Clarendon, and their heirs and successors. Five years later, on February 27th, Admiral Crynssen conquered the colony for the states of Zeeland and Willoughbyfort became the present Fort Zeelandia. Although the English reconquered the colony on October 6th, 1667, a second expedition under Crynssen regained it again for the States of Zeeland. By the peace of Breda—July 31st, 1667—it was agreed that Suriname should be restored to the Netherlands, while New Amsterdam (New York) should be given to England. In 1682 the States of Zeeland sold the colony to the West India Company, and the States General gave their sanction by granting a charter to the company. In the following year this company sold one-third to the town of Amsterdam and one-third to Cornelis, Lord of Sommelsdyk, whose heirs sold their share to the town of Amsterdam, which thus became the sole proprietor. The colony was conquered by the British in 1799 and remained under British rule until 1802, when it was restored to the Netherlands by the peace of Amiens. It again became a British colony in 1804, and not until the peace of Paris in 1815 was it finally restored to the Netherlands.

Slavery was abolished in 1863.

ADMINISTRATION.

The colony is the only Dutch possession in South America and is administered by a Governor appointed by the Queen.

From 1828 to 1845 Suriname and the Dutch West Indian Islands were united under one Governor-General, residing in Paramaribo. Self-government was granted in 1866, the representative body being the Colonial States, elected by qualified electors for a period of six years.

The Governing Council which assists the Governor is appointed by the home Government. The sanction of the Netherlands Government is required before its legislative proposals can become law, and as the home Government has had to pay a subsidy for the upkeep of the colony, its budget has to be approved by the States General in Holland. The colony is divided into twelve districts

administered by five Commissaries assisted by secretaries and clerks.

A supreme Court of Justice sitting at Paramaribo is appointed by the Netherlands Government, and its members hold office for life. There is a Magistrate's Court in Paramaribo, also in Nickerie and Albima, while the other districts are served by circuit courts. The Roman Dutch law is the legal code of the colony and the system of administration runs on the same line as that of Holland.

The **language** of the colony is Dutch. English is also widely understood. The native dialect is called negro English or "talkie talkie."

All religious sects are equally free before the law. They include Dutch Reformed, Moravians, Roman Catholics, Lutherans, Episcopalians, Baptists, Mohammedans, Hindoos, Confucians, the Salvation Army, and Jews.

The **coinage** is that of the mother country. The florin or guilder is equal to 2s. 4d., and 3½ cents is equal to a penny, while 8.62 florins are equivalent to £1 at par.

The **metric** system is in general use, but the Flemish ell (27⅛ in.) and Rhenish foot (12⅜ in.) are also used.

AGRICULTURE.

The agricultural parts of the country lie along the rivers and the coast, and the area cultivated is estimated at 62,000 acres.

The soil and conditions are particularly suitable for **sugar** culture. Four considerable estates account for most of the output. Exports: 1931—22,817 metric tons; 1932—20,178 metric tons. Molasses not used in the country is sold to the Pure British Molasses Co., Ltd., in Demerara. The shipment in 1932 consisted of 4,564,950 litres. The production of rum in 1932 amounted to 781,099 litres, of 50 per cent., of which 135,559 litres were exported.

Coffee is the next important product. Besides being cultivated on estates, it is also planted on small holdings, and the production is continually increasing. In 1932 it amounted to 3,853,600 kilos. Exports were 3,251,677 kilos.

Rice is farmed extensively as a food crop. The production in 1932 was estimated at 27,000 tons, of which 2,673 metric tons were exported.

Cacao, in the best of recent years (1917), reached a total of 1,987,200 kilos. The quantity had fallen to 140,200 kilos in 1926, was 254,700 kilos in 1930, and 210,700 kilos in 1931. Exports: 1931—17,043 kilos; 1932—23,134 kilos.

Coconuts have been planted with success in Coronie and the eastern coastal area near the mouth of the river Marowyne, on an English estate. The production amounted to 2,409,000 in 1931, and 2,500,000 in 1932.

Maize is a product which is engaging more and more attention for export. The production is about 1,000 tons a year. Exports: 1931—295,013 kilos; 1932—112,954 kilos.

Oranges are taking a more important place among the articles of

export and promise well for the future. The export increased from 374,408 in 1928, to 988,000 in 1931, but fell to 507 000 in 1932.

The cultivation of **tobacco** is again being attempted.

Stock raising has engaged little effort, and the returns show totals of 15,146 cattle ; 5,735 swine ; 3,594 goats ; 152 sheep, and an equally small number of horses and mules, with 1,060 donkeys.

Of the forest products the chief is **balata.** Though the production has fallen considerably, the year 1912 was marked for nearly 1,200 tons. In 1930 it was 788 tons, with only 430 tons in 1931, and almost none in 1932. The larger companies have ceased operations.

Timber is abundant, including mora wood, possum, cedar, the wood known in Demarara as greenheart, and hard cabinet woods. Prospects of development are very uncertain.

MINERAL RESOURCES.

Bauxite or aluminium ore is worked on the Cottica and Para rivers. Output in 1933 was 100,000 metric tons. The Suriname Bauxite Company was the first one to start operations in 1916 at Moengo on the Cottica river. This Company is a branch of the Aluminium Company of America. The mining camp at Moengo has grown into a village with a population of 1,400 inhabitants ; seagoing ships are able to sail up the river to Moengo, 104 miles from Paramaribo. An up-to-date factory has been erected to dry the ore, which is exported to New Orleans and Mobile. A second company, the Kalbfleisch Corporation, also an American Company, operates at Ongelyk on the Para river, a tributary of the Suriname river. The export of bauxite in 1932 was 126,520 metric tons.

The **Gold** Industry, which in former years was a principal source of revenue to the colony, has gradually dwindled to a negligible quantity, having fallen from an output of 1,200 kilos in 1908 to 111 kilos in 1929. but in 1932 there was an increase to 278 kilos.

Dredging is done by hand. With the exception of five companies the gold industry is in hands of pork knockers. Besides lacking capital, the difficulties encountered are principally those of transporting men and provisions. Prospecting of unexploited areas is still continued. Prospecting for diamonds, cinaber, oil and mercury has so far produced no definite results.

INTERNAL COMMUNICATIONS.

The rivers afford the chief communication with the interior, but unfortunately, their upper courses are often broken by difficult rapids and falls.

The mouths of all the rivers are navigable. The Nickerie takes vessels of 9-ft. draught 60 miles inland ; the Coppename takes vessels of 15 ft. to the Wayombo ; the Corantyne can be navigated 70 miles inland, and the Commewyne, with its tributary the Cottica, is navigable for ocean-going steamers with a draught of about 15 ft. as far as Moengo. There is a Government service of steamers and motor-boats on various rivers, and a few privately-owned schooners and cutters.

A wide gauge railway, formerly running as far as station Dam on the Suriname river, now only goes as far as Kabelstation (133 miles), the cable ferry being no longer in use. Trains run daily as far as Onverwacht (29½ k.m.) and weekly to Kabelstation (133 k.m.).

The train service was originally intended to open up the gold-fields, but is now chiefly used for transportation of agricultural products and passengers.

Single tickets, 2nd class, from Paramaribo to Lelydorp (17½ k.m.), 7d.; Onverwacht (29½ k.m.), 1s.; Kwakoegron (79½ k.m.), 7s. 6d.; Guiana Goldplacer (96 k.m.), 10s.; Placer De Jong (106 k.m.), 11s. 8d.; Brownsweg (116½ k.m.), 13s. 4d.; Kabelstation, 16s. 8d. First class fares are double in price.

Air Service. The Pan American Airways has a regular service from Miami to Paramaribo, touching Nickerie ($25), Georgetown ($40), Port of Spain ($102), Miami ($384).

POSTS AND TELEGRAPHS.

The Postal rates are those of the Postal Union. Cables are sent by wireless from the Government station in Paramaribo. There are also wireless stations at Nickerie, Albima, Coronie and Moengo.

Outward and homeward mails are despatched at frequent though irregular intervals.

PRESS.

All the newspapers are printed in Dutch. They are published twice a week. The principal ones are:

"De West," "De Surinamer," "Suriname," "De Nieuwe Stem," and "De Bannier."

CONSULAR CORPS.

There are consuls, vice-consuls or consular agents of the U.S.A., Belgium, China, Germany, France, Italy, Norway, Portugal, Spain, Venezuela and Sweden, all residing in Paramaribo. The consul of Great Britain for Suriname and Curaçao resides in Caracas (Venezuela).

FOREIGN TRADE.

Trade with the mother country occupies first place, both in imports and exports. The grand totals are given below:

	Imports. Florins.	*Exports.* Florins.
1931	6,626,675	6,017,885
1932	5,650,259	4,616,377

EXPORTS 1932.

The principal exports in 1932 were:—Sugar, 20,148,020 kilos; Coffee, 3,251,677 kilos; Cacao, 23,124 kilos; Rum, 135,559 litres; Maize, 112,954 kilos; Rice, 2,672,525 kilos; Oranges, 507,000; Molasses, 7,564,950 litres; Balata, 9,904 kilos; Charcoal, 76,120 kilos; Bauxite, 126,520 tons; Wood, 2,263 cubic metres; Hides, 43,323.

248 ships entered the port in 1931, and 209 in 1932.

Ecuador

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ECUADOR.

Guayaquil, the chief seaport and commercial city, stands on the right bank of the River Guayas, 30 miles from its mouth. The port is 800 miles from Panamá, from which point, as also from the southward, it is served by P.S.N. and other steamers. The population is about 120,000. The town is paved; the sanitation is modern, and the conditions of public health are generally satisfactory from May to December, when the climate, with little or no rain and cool nights, is at its best. Typical architecture consists of rows of white buildings, with massive arcades. The better class houses have large rooms, very high ceilings, a street balcony and picturesque tile roofs. A promenade, laid out with gardens, has been built alongside the river front. There is a good University.

The harbour is 2½ miles long, with 1½ miles of quays; the town is bustling and prosperous. Steam sawmills, foundries, machine-shops, and breweries denote the busy activities of to-day, but a few yards' progress across the Plaza to the inside of the cathedral carry the traveller back to the leisure of mediæval Spanish churchmen. There are three theatres—the Olmedo, Eden and Colón—and several clubs, including the Club de la Union, Jockey, Metropolitano, and Nacional. There is a golf club, a tennis club, and a yachting club. In addition to the Grand Lodge there are seven Masonic lodges (one English). The snow-capped peak of Chimborazo is sometimes to be seen from the city.

A motor road runs from **Babahoyo,** a river town 6 hours from Guayaquil, through Quito to South Colombia, and another from Guayaquil to La Libertad.

Landing:—Shore boat. A passenger mole has been built and a fiscal mole is in construction. The train is taken for Quito from Durán which lies on the opposite side of the river. Passengers are ferried across.

Conveyances:—Electric trams and omnibuses (5 centavos).

Rail:—To Quito (290 miles). Trains thrice weekly; two days' ride, with one night in Riobamba. Passengers may take a car at Riobamba and reach Quito the same night after a 4 hours' journey. To Santa Elena, for La Libertad.

Air Services:—See under Air Section.

Hotels:—Ritz, Grand. Average price, 8 to 20 shillings per diem, including meals. 2nd class: Guayaquil, Europa, Tivoly, Astoria.

Quito (9,500 ft.), the capital, with a population of 91,000, is in a picturesque valley. It is connected with Guayaquil (290 miles) by mountain railway and road, and with Otavalo, 93 miles north, by another line. A motor road runs to Riobamba, Quito, and South Colombia. It has a university, good museums, a fine cathedral, and numerous churches. There is a State theatre, the Sucre, with seating accommodation for 2,000. The architecture is largely of the Spanish colonial type, although the town antedates the coming of the white man. The Incas established a road over the Cordilleras to Cuzco and remains of it exist, together with remnants of their forts and temples. The streets are steep and flowers abound. The climate is an eternal spring, the days warm and the nights cool. The average temperature is 60° Fahr. The rainfall is about 40 inches; there is rain almost daily for about an hour. Day and night are equal in length, and darkness falls regularly at 6 p.m.

Hotels:—Metropolitano, Savoy. Average price, 8 to 20 shillings per diem. Meals extra, 2s. each; breakfast, 1s. 2nd class: Royal, Viena, Europa, Paris, Napolitano.

Air Services:—See under Air Section.

Conveyances:—Electric trams and omnibuses.

OTHER TOWNS.

Ambato (8,435 ft.) 90 miles south from Quito on the Guayaquil-Quito Railway, and on the Ambato River near the northern foot of Chimborazo Mountain. The climate is temperate and favourable to orcharding and vine growing. There are textile mills, flour mills, and tanneries. The population is 25,000. A branch line runs to Pelileo (35 km.). From this station the traveller is taken by motor-car into the oriental region as far as Rio Blanco, 57 km., from Ambato. The road passes through the picturesque old town of Baños, noted for its medicinal waters and fine scenery.

Hotels :—Continental, Casa Blanca, Francés.

Bahia de Caraquez, on the Pacific, in the province of Manabi, with a population of 3,000, is 28 miles north of Manta. A narrow-gauge Government railway of 60 miles serves the interior as far as Calceta and Chone. Cacao and ivory nuts are exported. Steamers run to Guayaquil and Esmeraldas.

Hotels :—Vesubio, Niza.
Air Services :—See under Air Section.

Cuenca, capital of the province of Azuay, stands 9,000 ft. above sea-level, 117 miles south-east from Guayaquil and 190 miles south of Quito. It is the third town in importance and is destined eventually to be linked with the Guayaquil-Quito Railway *via* Sibambé, distant 92 miles. The line is open from Sibambé to Tipococha. From Tipococha to Cuenca the journey is partly by motor car and partly by mule. Hides, tropical produce and cinchona are dealt in. There are mines in the neighbourhood and straw hats are made. The population is 40,000.

Hotel :—Patria.

Esmeraldas, capital of the province of the same name, stands at the mouth of the River Esmeraldas, 90 miles north-west from Quito and 300 from Guayaquil. There are gold mines near at hand and the district is fertile in agricultural produce. There is a cable station. The population is 3,000. Work has begun upon a highway to Quinindé to open out a district suitable for growing bananas, rice and coffee.

Hotel :—Europa.
Air Services :—See under Air Section.

Guaranda, on the Llangama River, stands about 3 miles from Cajabamba railway station. It produces cinchona bark, timber, and cereals and has a population of 3,000. There is a rough motor road to Riobamba.

Huigra, 73 miles by rail from Guayaquil, is the headquarters of the Guayaquil-Quito Railway. It is a stopping place for the meals of through passengers and a convenient point from which to leave for Cuenca. Population, 500. Altitude, 4,000 ft.

Hotel :—Huigra.

Ibarra, 100 miles north of Quito, has a population of 20,000, and is reached by rail and road from the capital. Cotton is grown in the vicinity, and ponchos, hats, furniture and spirits are produced. It is proposed to connect Ibarra with Esmeraldas by railway. Trains run to Quito three times weekly.

Jipijapa, famous for its Panama hats, and 80 miles from Guayaquil, is up the River Saco from Puerto de Cayo. The nearest

railway is at Montecristi upon the Manta-Portoviejo line. There are sulphur baths in the vicinity. Population, 3,000.

La Libertad, port of the Santa Elena peninsula, is connected by railway and pipeline with **Ancon,** the camp of the Anglo-Ecuadorian Oilfields, Ltd. Ancon is 14 kilom. from La Libertad, and has a population of 3,000. La Libertad is also connected by rail with Guayaquil, 95 kilometres away, and is used by passengers embarking on P.S.N.C. steamers plying along the west coast, but which do not call at Guayaquil.

Latacunga, capital of the province of Léon, on the Patate River, is 61 miles by rail south of Quito and 227 miles from Guayaquil. The volcano Cotopaxi is 18 miles distant. Cattle farming and dairying are practised. The population is 24,000. Altitude, 9,000 ft.

Hotel :—Italia.

Loja, capital of the province of Loja, with a population of 10,000, lies south of Cuenca at an altitude of 7,300 ft. The climate is good and the district productive. The railway line from Puerto Bolívar to Loja is open as far as Rio Amarillo. The town is reached by mule trail from Santa Rosa and Machala; by train from Puerto Bolívar to Pasaje, and thence by road; or from Paita (Peru) by train to Sullana, and then by mule.

Machala is joined by rail with Pasaje (12 miles distant) and with Puerto Bolívar (4 miles). Gold mining is carried on in the vicinity. The railway is a Government one. Population, 5,000.

Hotel :—Del Comercio.

Manta, on the southern side of Manta Bay, is a small port through which a great quantity of local products such as ivory nuts, cacao and coffee are exported. The population is 5,000. It is the terminus of a narrow-gauge railway to Santa Ana, running through the coffee, cacao, ivory nut and Panamá hat-making districts. The port serves Porteviejo, Jipijapa and Montecristi.

Hotels :—Royal, Buenos Aires.

Air Services :—See under Air Section.

Montecristi, six miles by rail from the port of Manta, is an important centre of the hat trade and of the copra business. The altitude is 350 feet, and the population 2,000.

Otavalo, on the railway between Quito and Ibarra, is 16 miles from Ibarra, and 90 from Quito. The district is agricultural. Population, 10,000.

Portoviejo, on the river of the same name, is 110 miles from Guayaquil and 400 from Quito. A narrow-gauge railway connects the town with Manta. Hats and baskets are made, and tropical produce is grown. Population, 5,000.

Hotel :—Bolívar.

Puerto Bolívar, upon the Jambeli Channel, near the mouth of the Guayas River, is a small port serving the town of Machala and connected therewith by a short railway. Population, 1,000. A line to Loja has been begun to provide a route *via* the Zamora and Amazon Rivers for through transit to the Atlantic. It is open to Rio Amarillo (70 km.).

Air Services :—See under Air Section.

Riobamba (9,020 ft.), capital of the province of Chimborazo and

150 miles north-east of Guayaquil upon the main line to Quito, is an ancient Indian town. At this point the journey from Guayaquil to Quito is usually broken for the night. The Chimborazo Volcano is not far distant, and three others are visible from the town. The district is agricultural, and the population is 30,000. A scheme for the irrigation of a large area was begun in 1924. The principal industries are the manufacture of liquors, woollen and cotton goods, carpets, shoes, cheese and butter. Large quantities of agricultural produce are shipped by rail to Guayaquil and for export. The Saturday fair is worth attending. Bellavista, a new suburb, owes its existence to an American firm in Guayaquil. There is a motoring road to Quito.

Hotels :—Metropolitano. 2nd class : Ecuador.

Salinas, on the southern shore of Santa Elena Bay, is a cable station and a holiday resort to which a railway has been constructed from Guayaquil (108 miles). The distance can be covered in five hours by motor-car. Salt, sulphur, pitch and petroleum are worked in the neighbourhood.

Hotels :—Cantobrico, Londres, Ortega.

Tulcán, capital of Carchi province and 100 miles north-east of Quito, adjoins the Colombian border. The cattle industry of the district is important, the elevation is 9,000 feet, and the town is the centre of a population of nearly 10,000. The journey from Ibarra is performed by the new motor highway.

Hotels :—Cleotilde, Santa Cruz.

PHYSICAL FEATURES.

Ecuador is bounded on the north by Colombia, on the south by Peru, on the east by Peru and Brazil, and on the west by the Pacific Ocean. The area has never been measured, but is estimated at 171,287 square miles, exclusive of the Archipelago of Colón, which is 2,868 square miles.

The Andes traverse the country from north to south in two parallel ranges. The Cordilleras, Eastern and Western, are clearly defined by a longitudinal depression. The two ranges are joined by eight transverse ranges of hills known as " nudos," between which are " hoyas " drained by rivers which ultimately find their way through the higher ranges. In the Montaña, on the eastern side, the declivity is more precipitous than towards the Pacific.

Between the mountains and the Pacific Ocean is a narrow stretch of coast plain ; to the east stretches the vast and well-watered plain of the region called the Oriente. Of the rivers, those flowing through El Oriente and Loja in the Amazon basin are important ; the largest are the Napo, Curaray, Tigre, Pastaza, Morona, Paute, and Zamora. Among those flowing to the Pacific from the Andes are the Mira, Esmeraldas, Chones, Daule, and Guayas.

The mountains include **volcanoes** notable for their grandeur and activity, including Chimborazo (20,700 ft.), Tungurahua (16,680 ft.), Cotopaxi (19,490 ft.), Sangay (17,390 ft.), and El Chiles (15,670 ft.) Mineral and thermal springs are numerous in the volcanic areas. Although Ecuador is well watered, few of its **rivers** are navigable. The Guayas and its tributaries form the principal waterways.

The only **lake** in the littoral is Sade. Of the numerous small lakes in the Interandine region, Yaguarcocha is of historic interest as the scene of a battle with the Inca forces; Cuicocha is at the foot of the extinct volcano, Cotacachi; Colta is on the Guayaquil-Quito Railway. San Pablo and Mojanda are two others deserving of mention, but none of these sheets of water is large.

The varying altitudes afford many varieties of **climate,** from the tropical climate of the coast region to the temperate and cold climates of the higher mountain ranges. The average temperature of the littoral between the Andes and the sea is 82° to 84° F., and the mean temperature of Guayaquil is 78° F. The temperature falls with the altitude from 79° F. upon the plains to 43° F. on the Cordillera at a height of 13,200 ft. The dry season is from June to November, and the rainy from December to May. On the whole the climate is healthy for the tropics.

The climatic zones may be thus classified: Tierras Calientes (lowlands); Templadas (altitude 6,000–9,000 ft.); Frias (including the Quito plateau); Nevadas (snow-capped heights).

The country is divided into seventeen provinces and one territory. The Oriental Region was divided into two provinces (Napo-Pastaza and Santiago-Zamora) by Legislative Decree of 25 November, 1920.

Population: No exact census has ever been taken, but the population is estimated at 2,000,000. It is preponderantly resident upon the Andine plateau, with 400,000 in the coastal region and an undetermined number of Indians in the eastern Transandine.

Originally the country was the home of the Quichua Indians. The chief Indian tribes to-day are the Zaparos, Jivaros, Iquitos, and the Mazanes.

Education: There are 1,864 primary schools with 113,583 pupils; 16 secondary schools with 2,532 pupils. Universities at Quito, Guayaquil, Cuenca, and a Law School at Loja.

GOVERNMENT.

Since the proclamation of the Republic in 1830, Ecuador has had twelve Constitutions, the last dating from 1929. The executive power is vested in the President, who is elected for a period of four years, and cannot be re-elected until after a period of eight years from his retirement.

The legislative power is in the hands of the National Congress, which consists of a House of Senators and a House of Deputies. It meets every year at Quito on August 10 and sits in session for ninety days, which term can, however, be extended. There is also a Council of State, with fifteen members, which includes the five Cabinet Ministers. The suffrage is extended to all literate male and female adults.

The **administration** is by the Governors of the provinces, who are appointed by the Executive. The departments of each province are administered by Jefes Politicos, and the municipal areas by Tenientes Politicos.

The Galapagos Islands are governed by a territorial chief.

Judicial power is exercised through the Supreme Court, superior or divisional courts, and other tribunals and courts of law established by the Constitution. The Supreme Court sits at Quito and has jurisdiction over the whole Republic. The divisional courts are in Quito, Riobamba, Cuenca, Loja, Guayaquil, Ibarra, Ambato, and Portoviejo.

Freedom of worship obtains; there is no State religion. The predominating belief is Roman Catholicism.

The language of the country is Spanish, but Quichua is spoken by some Indian tribes in the Northern part of the country.

PRESIDENTS SINCE 1914.

Dr. Alfredo Baquerizo Moreno	1916
Dr. José Luis Tamayo	1920
Dr. Gonzalo S. Cordova	1924
Dr. Isidro Ayora (Provisional President)	1925
Alfredo Moreno ,, ,,	1931
Juan de Dios Martinez Mera	1932

PRESIDENT.

Abelardo Montalvo (*Temp.*).

MINISTRY.

Interior	José Maria Ayora.
Foreign Affairs	
Education	
Public Works and Agriculture	José Carbo Puig.
Finance and Credit	Pedro Leopoldo Nunez.
War, Navy and Aviation	Alberto C. Romero.

AN ECUADOREAN CALENDAR.

1533. Pizarro conquers Quito for the Spanish Crown.
1564. Quito promoted to a Presidency, under Peruvian Viceroyalty.
1710. Transferred to the Viceroyalty of Santa Fé.
1719. The Viceroyalty of New Granada created.
1721. The Presidency of Quito made part of the Viceroyalty of New Granada.
1722. Again incorporated with Peru.
1809. Unsuccessful attempt at revolt on the part of the Patriots.
1811. Open state of war between Ecuadoreans and Spanish troops.
1822. General Sucre, after defeating the Spaniards, assumes charge of Ecuador. Union of Quito, with New Granada and Venezuela, the new Confederation taking the name of Colombia.
1828-9. Peru goes to war with Ecuador, capturing Guayaquil and Cuenca; Ecuador defeats the Peruvians near Tarqui.
1830. Peace with Peru.
1831. Secedes from the Colombian Confederation and proclaims itself an independent republic, with General Juan Flores as its first President.
1861. Unsuccessfully attacks New Granada.
1866. Alliance with Peru and Chile against Spain; Spanish subjects banished from Ecuador.
1868. Quito and other towns devastated by earthquake.
1877. Eruption of Cotopaxi.
1897. General Alfaro heads a revolution.
1899. The Guayaquil-Quito Railway begun.
1904. Boundary dispute with Colombia submitted to the arbitration of the German Emperor.
1924. Protocol with Peru lodged with League of Nations.
1925. Frontier dispute. Diplomatic relations with Colombia ruptured.
1926. Junta Militar resigned control to Dr. Ayora. New import tariff.
1927. New Central Bank and new currency authorized.
1930. Bolivar Centenary.

NATURAL RESOURCES.

The principal agricultural products are cacao, ivory nuts, rubber, coffee, tobacco, cinchona bark, hat straw (called " Toquilla "), and tropical fruits. Other products, produced in smaller quantities, are sugar, rice, cotton, aloe fibre, lentils, maize, wheat, barley, potatoes, vegetables of all kinds, cabinet woods and timber generally.

Cacao is the principal export and the mainstay of the economic life of the country. It is grown chiefly in the coastal region, and there are estimated to be some 6,000 estates (area 100,000 hectares), and from 80–100 million plants. Arriba, Balao, and Machala are the three chief classifications.

Serious injury has been done to the crop by the Witchbroom (Escoba de Brujas) disease, and supplies have diminished since 1924, when 626,447 quintals (of 100 lb.) were produced. Arrivals in Guayaquil for export in 1930 were 387,424 quintals ; in 1931, 283,182 quintals ; in 1932, 300,421 quintals. Arrivals in 1933 were about 44 per cent. less than in 1932. Value of exports from Guayaquil : 1930, $23,403,591 ; 1931, $12,254,544 ; 1932, $11,267,325, or 22.85 per cent. of total exports. In metric tons exports were : 1931, 14,634 ; 1932, 15,430.

Tagua nuts, the fruit of a palm fern, are abundant in the coastal region and obtained largely in the Manabi and Esmeraldas districts. The nut is used in industry to make such articles as buttons and collar studs. Exports (value) : 1930, $3,648,110 ; 1931, $3,359,558 ; 1932, $1,184,962.

Sugar is cultivated in the lower valleys of the Daule, Babahoyo, and Vinces rivers, as well as in certain of the transverse valleys of the Cordilleras. Rum is distilled, probably to the extent of 6 to 10 million litres. Improved machinery for making sugar has been installed upon the principal estates. Exports (value) : 1930, $990,948 ; 1931, $191,260 ; 1932, $1,670,878.

Coffee of fine quality is grown and good yields are obtained. Some 6 to 10 million kilos is the estimated total production. Exports : 1931, 52,602 bags, valued at $5,930,551 ; 1932, 50,846 bags, valued at $8,048,379, or 16.32 per cent. of total exports.

Cotton is planted in the Manabi Province, and a small colony of Italian immigrants has been introduced. The general average of quality is somewhat inferior to Peruvian. The cotton produced is ordinarily only sufficient for local needs, and amounts to about 3,000,000 pounds.

Tobacco is grown on the plains, chiefly for local consumption, and a diligent selection of seed would improve the already good quality. Production in the Province of Esmeraldas is rapidly increasing, and is now estimated at 650,000 lb. annually. The manufacture of tobacco is a monopoly.

Red **mangrove** of a variety rich in tannin is plentiful upon the coast and is worked upon a small scale for the production and export of tannin extract.

Cereals, including maize and rice, are grown on the coastal strip, and with bananas and yucca form the staple fare of the working people of the district. Cereals are grown also in the Interandes, as

well as good potatoes and vegetables. Some rice is exported, to a value (1930) of S3,712,325; 1931, of S1,880,871, and 1932, of S936,289.

Bananas grown in the Guayas Province are exported to Chile and Peru, and several varieties are cultivated under difficulties caused by a plant disease. Pineapples, mangoes, melons, oranges and lemons, tropical fruits and choice vegetables flourish in the coastal region. The export value of fresh fruit fell from S1,169,335 in 1930, to S655,511 in 1931, and S373,057 in 1932.

The Province of Esmeraldas has been pronounced by a United States Commission favourable for the cultivation of **rubber,** subject always to the adequacy of the labour supply. A good quality of rubber is obtained and is prepared and packed in Guayaquil. Exports (value): 1928, S636,430; 1930, S61,000; 1932, nil.

Included in the **fauna** of the Republic are the jaguar, puma, tapir, and several kinds of monkeys, the armadillo, ant-bear, squirrel, porcupine, peccary, various kinds of deer, and many rodents, including the guinea-pig. There are also tortoises, lizards, and iguanas. Among the snakes are the boa-constrictor and the anaconda, and the alligator is also met. The bird-life comprises the condor of the Andes, falcons, kites, macaws, owls, toucans, parrots, ibises, cranes, and storks.

	EXPORTS. S.	IMPORTS. S.
1932	49,297,809	25,165,009
1931	56,660,170	44,076,122
1930	80,646,539	63,981,106
1929	86,036,822	84,835,263

PUBLIC DEBT.

	EXTERNAL (SUCRES).	INTERNAL (SUCRES).
Jan. 1, 1932:—	117,496,700	14,973,416

Most of the external loans are in default.

The principal **exports** are cocoa, petroleum, coffee, gold ore, Panamá hats, ivory nuts, and rice. The principal **imports** are textiles, hardware, foodstuffs, machinery and apparatus, vehicles, drugs and chemicals. In 1931 the United States supplied 37 per cent. of the imports, and Great Britain 19 per cent. In 1931 46 per cent. of the exports went to the United States, and 4 per cent. to Great Britain.

MINERAL WEALTH.

Indications of **oil** have been reported westward of the Cordillera and experimental work has been carried on at various points in the interior. The effective source of supply is the Santa Elena peninsula, the northern projection of the Gulf of Guayaquil, where 99,360 hectares of land are exploited. In this otherwise sterile region at Ancón wells have been drilled by the Anglo-Ecuadorian Oilfields, Ltd., and the Ecuador Oilfields, Ltd., tanks, refineries, and pipe-lines have been installed, and increasing quantities are exported from La Libertad. Anglo-Ecuadorian Oilfields, Ltd., has 370 wells, producing about 4,500 barrels a day. The greater part is exported as crude to various destinations. Oil is now the principal item of export from Ecuador. Exports: 1930—1,525,000

barrels; 1931—1,762,000 barrels; 1932—1,597,000 barrels, or 29.62 per cent. of total exports.

There are **gold** washings in the Santiago and Cayapas Rivers (Esmeraldas), and also in Azuay Province. Gold mining is confined to the Zaruma district (El Oro Province). The export of gold ore now forms 13.73 per cent. of the total exports of the country. Exports in 1930: $7,388,624; 1931, $6,320,485; 1932, $6,783,299.

Silver, copper, lead, and zinc exist in the mountains, and salt and sulphur as well as oil in Santa Elena. Good marble is quarried near Cuenca.

INDUSTRIAL DEVELOPMENT.

MANUFACTURING INDUSTRY:—Cotton manufacturing, partly for export, employs about 3,000 persons, and is the principal industry. It is carried on at Quito, Riobamba, Ambato and Atuntaqui. Brewing and ice-making in Guayaquil and Quito. Cement, leather, chocolate, tagua-nut buttons, carpets, soap and nails are products of Guayaquil and Quito. The chemical industry is developing. Flour milling and tanning are growing rapidly in importance. There are numerous sugar mills and a few small factories making bags of sisal fibre. New industries are the refining of pig lard, the refining of edible oils, salt refining, and the manufacture of matches.

Panamá (Jipijapa) hats, manufactured by hand from toquilla palm straw, form one of the principal products of the country. Those of the finest quality are made in Manabi, Azuay, and Cañar Provinces. The export during 1932, valued at $2,714,903, was chiefly to the United States and Great Britain.

CURRENCY, WEIGHTS, AND MEASURES.

Under the Monetary Law of March 4, 1927, Ecuador returned to the gold standard, but the gold standard was suspended again in 1932. The **sucre,** the unit of currency, has a par value of one-fifth the U.S. gold dollar. Bank notes of the "Banco Central del Ecuador" are to-day exclusively used. These notes are for 5, 10, 20, 50, and 100 sucres.

The new coins are:—

GOLD condor = 25 sucres = $5 U.S.
GOLD double-condor = 50 ,, = $10 ,,
SILVER: 2 sucres, 1 sucre, ½ sucre (50 centavos).
NICKEL: 10, 5, 2½ centavos. COPPER: 1 centavo.

The **metric system** is legal but not general. Spanish measures are more generally used:—

		English lb
Weights.—1 Libra	= 16 ounces =	1.0147
1 Arroba	= 25 pounds =	25.36
1 Quintal	= 100 pounds =	101.47
1 Kilo ..	.. .. =	2.2

Length.—1 Vara = 3 Pies = 36 Pulgadas = 32.875 in. to 33.43 in. (variable).
Surface.—1 Vara Cuadrada = 0.859 sq. yd.
Capacity.—1 Arroba (Dry) = 6.70 gallons
1 Galón (Liquid) = 0.74 gallon.

THE PRESS.

The principal **newspapers** are "El Comercio" and "El Dia," published at Quito; and "El Telégrafo," "La Nación," and "El Universo," published at Guayaquil

REVIEWS :—" El Comercio Internacional " (Guayaquil); " El Ecuador Comercial " (Quito), the most important commercial review.

POSTS AND TELEGRAPHS.

There are about 5,400 miles of telegraphs, with 302 offices; and a **cable** office (the All-America Cables, Incorporated) at Salinas. The principal towns have telephone plants. There is a public long distance telephone service between Quito and Guayaquil. There are wireless stations at Guayaquil, Esmeraldas, and Quito, and on the Galapagos Islands as well as at other points.

Outward **mails** are dispatched via the United States, and at intervals by the Pacific Steam Navigation Line, via Panamá, or by air.

Postage 2½d. first ounce, and 1½d. each ounce after. Homeward mails due about once a week.

PUBLIC HOLIDAYS.

New Year's Day. Holy Thursday. Good Friday.
May 1 : Labour Day.
May 24 : Battle of Pichincha.
June 5 : Liberal Party Anniversary.
August 10 : Independence of Quito; Opening of Congress.
October 9 : Independence of Guayaquil.
Christmas Day.
The usual feast days of the Roman Catholic Church are also observed.

Cost of Living :—Average price for 1st class hotel, 8/- to 20/- per day, the latter price for bedroom, sitting room, and bathroom. Breakfast, 1/-; meals, 2/-; special rates for long stay. Tipping moderate.

Entertaining :—There are few places of entertainment in Ecuador. Theatrical performances are rare and only picture shows are permanently available. Entertaining is therefore chiefly confined to social intercourse, dinners, dances and pic-nics. The country is most attractive and good horses can be obtained. There are golf and tennis clubs in the principal towns, and Quito has a polo club.

Clothing :—Guayaquil and the coastal region have a tropical climate. Quito and the inland region enjoy a temperature similar to that of English spring during the whole year. Clothing for the coast should be of the lightest, such as palm beach or white drill. In the inland region medium weight woollen clothes are used and an overcoat is necessary at night.

LEGATION AND CONSULATES IN GREAT BRITAIN.

RESIDENCE.	DESIGNATION.	NAME.
London .. .. .. (9, Cloak Lane, E.C.4).	Minister	—
London .. .. .. (23 College Hill, E.C.4).	Consul-General	Carlos Arrarte.
Birmingham	Consul	Juan Norman Hotchkiss.
Cardiff	Acting-Consul	S. D. L. Witchell.
Glasgow	Consul	E. L. Andrade.
Hull	Consul	J. A. Haworth.
Liverpool	Consul-General	Eduardo Wright.
Southampton	Consul	Vacant.

BRITISH LEGATION AND CONSULATES IN ECUADOR.

The letter (M) denotes that the Consular Officer holds a Marriage Warrant. Members of the Diplomatic Service do not require Warrants.

RESIDENCE.	RANK.	NAME.	CONSULAR LIST.
(See PERU) ..	Envoy Extraordinary, and Minister Plenipotentiary.	Victor Courtenay Walter Forbes.	
	Commercial Secretary ..	D. Wilson.	
Quito	(M) Consul-General	Lionel Keyser ..	Republic of Ecuador.
	Vice-Consul ..	Alfonso Teran ..	
Guayaquil ..	(M) Consul	H. C. McClelland ..	Provinces of Esmeralda, Manabá, El Oro, Guayas and Los Ráos.
	Vice-Consul ..	J. E. Peet	

Passports for Ecuador.

All persons entering the Republic of Ecuador must be in possession of a passport, duly viséd by an Ecuadorean Consul, and of a certificate of vaccination against small-pox. On arrival at Guayaquil, passengers are obliged to deliver their passports to the Immigration Officer who goes on board. A card is handed to the passengers in exchange for their passports, and they are then obliged to call at the Immigration Office ashore within 24 hours of their arrival, where, after registration, passports are returned in exchange for the card and a photograph. Foreigners leaving the country are required to have their passports viséd by the Governor in Guayaquil, for which purpose a photograph must be submitted.

The Ecuadorean consuls in Colón and Panamá are authorized by an executive order to exact the visa of passports and health certificates of all passengers booking in those ports to Ecuador.

The Guayaquil—Quito Railway.

The Guayaquil–Quito Railway has a 3 ft. 6in. gauge. The line traverses 54 miles of delta lands and then in 50 miles ascends 10,626 ft. At the summit of the climbs 11,841 ft. is attained, and the line rises and falls between 8,000 and 11,000 before debouching on the Quito plateau at 9,375 ft. The line is a most interesting piece of railway engineering. The Alausí Loop and the Devil's Nose double zigzag (including a V switchback) are seen between Sibambe and Tixán. The line was completed in 1908 and it allows a journey to be made in two days which formerly occupied a fortnight. The maximum gradient is 5.5 per cent. The journey takes two days (with a night stop at Riobamba). It can be shortened 12 hours by motoring between Riobamba and Quito. First-class fare, about £2 10s. Numbered seat in observation car (more comfortable), 25 per cent. extra. No sleeping berths or restaurant cars, but meals taken at suitable stations. Trains on Monday, Wednesday and Friday.

Stations and Distances :—

Altitude in feet.	Stations.	Miles from Guayaquil.	Altitude in feet.	Stations.	Miles from Guayaquil.
15	Durán (Guayaquil)	0	10,379	Luisa	142
20	Yaguachi	14	9,020	Riobamba	150
42	Milagro	21	11,841	Urbina	170
100	Naranjito	31	10,346	Mocha	178
300	Barraganeta	43	9,100	Cevallos	186
975	Bucay	54	8,435	Ambato	196
4,000	Huigra	72	8,645	San Miguel	219
4,875	Chunchi	76	9,055	Latacunga	227
5,925	Sibambe	81	10,375	Lasso	239
8,553	Alausí	89	11,653	Cotopaxi	250
9,200	Tixán	95	10,118	Machachi	263
10,626	Palmira	103	9,090	Aloag	266
10,000	Gaumote	112	9,891	Tambillo	273
10,388	Cajabamba	132	9,375	Quito	288

North-bound passengers are ferried by railway company's boats across the river from Guayaquil to Durán railway station.

Sights en Route :—The following mountains are to be seen from the train : Chimborazo (21,220 ft.) between Luisa and Cajabamba ; Cotopaxi Volcano (19,613 ft.) between Mocha and Quito ; Cayambe (19,535 ft.) near Quito ; Antisana (19,335 ft.) between Latacunga and Quito ; Tungurahua Volcano (16,700 ft.) between Riobamba and Lasso ; Sangay Volcano (17,510 ft.) near Urbina.

GALAPAGOS ISLANDS.

The Galapagos Islands of volcanic origin, situated in the Pacific Ocean, directly under the Equator, and 300 miles west, were annexed in 1885. They are said to have been so named by the Spaniards who discovered them in the sixteenth century from galápago, a tortoise. The islands were the home of vast numbers of turtles, now largely depleted. The group consists of sixteen islands, and they all bear English names, possibly because they were formerly a place of refuge for English buccaneers and whalers. At an earlier date they were known as the Encantadas (Enchanted Isles). The islands lie 323 miles from the Ecuadorean coast and 535 miles from the Port of Panamá.

The total area is about 2,868 square miles, and the largest island, Albemarle or Isabel, is 1,650 square miles. Chatham Island, at one time a convict station, has about 500–600 inhabitants. Since the cutting of the Panamá Canal the islands have come into more prominence, as they lie on the direct route to Australia. Vegetation is prolific upon their shores, and includes innumerable varieties of orchids, beautiful flowers, climbing plants, trees, and trailing orchilla moss. The islands are flat and lava-covered inland. As their volcanoes are at times active, plant life is stunted. There are few trees beyond Peruvian and other cacti. Two volcanoes seen in eruption in April 1925 have been named by the American scientist, Dr. Beebe, Mounts Williams and Whiton.

A decree of 1913 requires that at least three-fourths of any colonists must be Ecuadorean citizens and the remainder from

countries having no controversy pending with Ecuador. Salt is exported from the islands to Guayaquil. Lizard skins are among the available products.

Guidance for Commercial Travellers.

Commercial travellers are liable to a tax of 100 sucres (£10) on each entry into the Republic. This tax is levied at the Customs House on arrival and a receipt is given which must be produced at each port called at in the case of a traveller moving by sea from one port of the Republic to another. If the receipt is not produced the tax has to be paid over again. A local tax of 80 sucres a month is charged at Quito.

Samples to the value of £400 may be imported subject to the amount of the import duties being deposited or security given guaranteeing re-export within six months. The best season for a visit is June to October. Quito and Guayaquil only need be visited. Motor-cars are available in all the chief towns. The rates are low, about 5/- an hour, and special rates for long journeys. There are trams and 'buses in Quito and Guayaquil.

Falkland Islands

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COMMUNICATIONS : Vessels of the Pacific Steam Navigation Company call at Stanley. Communication between Stanley and the outside world is mainly through Montevideo, to which port a service is maintained by the s.s. *Lafonia*, according to requirements. At the beginning and end of the whaling season in October and April opportunities occur for the transport of mails, and by special arrangement, of passengers, in the vessels which pass through Stanley on the way to and from the fishing grounds at Graham's Land and the South Shetland Islands.

Communication with the Dependency of South Georgia is maintained by the s.s. *Fleurus* of the Tonsberg Whaling Company, with the aid of a subsidy from the Government. The schedule of sailings provides for about six return voyages between Stanley and Grytviken, and one voyage a year, when whaling is in progress there, between Stanley and Deception Island, in the South Shetlands group. There is a fairly reliable service three times a year between Buenos Aires and Grytviken by a vessel of the Compania Argentina de Pesca.

FALKLAND ISLANDS.

Stanley, upon East Falkland, in the north-east group, and the only town of importance, has a fine inner and outer harbour, and is visited periodically by P.S.N.C. steamers. The population of Stanley is about 1,200, and its houses are mostly of wood and iron. The only bank is the Government Savings Bank. The bay, surrounded by low-lying hills covered with brown moss and grass, looks very like home to the native of Northern Scotland.

Saddle transport is general both for persons and goods, although a few motor-cars are in use.

It is very difficult to rent a house at Stanley, but there are several boarding houses which are reasonably comfortable. No hotels, in the accepted sense of the word, exist.

Points of Interest : –In the harbour can be seen the "Great Britain"—the first of the iron screw steamships—now serving as a produce hulk. The Museum, although small, is instructive. Government House, the Colonial Secretary's office, the Government dockyard, the Town Hall, Post Office, and the little Cathedral claim attention, as well as the monument commemorating the Battle of 1914.

Landing :—By shore-boat.

Currency :—Local Government notes and English silver.

East and West Falklands.

The Falkland Islands lie 300 miles east of the entrance to the Straits of Magellan, and form a land surface of 4,600 miles. Their conformation, with fjord-like inlets and evidences of glacial action, shows some resemblance to Western Tierra del Fuego.

East Falkland, with its adjacent islands, has, according to the most recent computation, an area of 2,580 square miles ; West Falkland, with its islands, 2,038 square miles. These two groups constitute the "Colony," as distinct from the Dependencies, far to the southward, and forming part of Antarctica. The situation is between lat. S. 51° and 53° and between long. W. 57° and 62° ; approximately 1,000 miles due south of Montevideo and 480 miles north-east of Cape Horn.

Mount Adam, the highest point of West Falkland, is 2,315 ft. above the sea. Mount Usborne, the highest peak of the Wickham Heights, on East Falkland, is 2,245 ft.

The Falklands are inhabited almost exclusively by people of pure British descent, and descendants of the early pioneers own the greater part of the land. The inhabitants are hard-working and thrifty. They numbered at 31 December, 1931, 2,392. The general health is good.

Climate.—The records of the Meteorological Office show that the absolute extremes of temperature found at Cape Pembroke, near Stanley, over a period of ten years are 75° and 19°. The winters are slightly colder and the summers much cooler than in London.

The average daily sunshine is 3 hours and 48 minutes, but in January is over 6 hours. The average rainfall is 26.43 in. as against 23.80 in. at Kew. Constant strong winds usually prevail in summer, and gales are recorded as blowing for 237 hours in the year; but severe storms are rare. Strong frosts are infrequent, snowfalls are not heavy, and snow does not lie long.

"In the rigour of its climate and prevailing high winds the Colony has a valuable protection against the introduction and spread of disease. On the other hand, the weather is trying to a degree that is harmful to good health, by reason of its depressing nature and the indoor confinement it imposes. In contrast to this gloomy fare, no climate in the world can surpass in geniality the bright, calm weather sometimes experienced, when the clearness of the atmosphere is astonishing. Occasionally, in summer, marvellous sunsets and afterglows are seen."—*Colonial Report.*

Soil.—Upon East Falkland the country is wild moorland, interspersed with rocks and stones. Building-stone of Devonian and Gondwana formations is found in different parts of the island. The soil is chiefly soft peat, making travelling difficult. There are no roads except within the limits of Stanley, and communication is by horse, boat, or caterpillar cars. The islands are so well adapted for sheep-farming that the whole acreage has been devoted to that industry. The tussac, which grows to the height of 7 ft., affords fattening food for cattle, but has disappeared from the East and West Falklands. It abounds on the smaller islands. Trees are completely absent.

EARLY HISTORY.

The Falklands are said to have been sighted in 1592 by the English navigator Davis and in 1594 by Sir Richard Hawkins, who first described them in detail. Captain Strong landed upon them in 1690 and gave them their present name.

During the first half of the seventeenth century adventurers from St. Malo visited the islands, which then obtained the name of Iles Malouines in French, and Isles Malvinas in Spanish.

In 1764 they were taken by France, and Bougainville planted a small colony at Port Louis. Two years later France admitted Spain's prior claim and ceded her rights. In 1767 England asserted her dominion, and a post was established in the West Falklands with the object of surveying the group. This was driven out by the Spaniards in 1770 and restored in the following year, after threat of war. The post was abandoned in 1774, and there was no further formal occupation until 1820, when the "United Provinces of South America" hoisted their flag at Port Louis. This settlement was broken up in 1831 by an American warship owing to the illegal imprisonment, by a German in charge of the settlement, of some American sealers. In the following year the British flag was restored and there has been no change of ownership since. Centenary celebrations were held in 1933.

The Argentine Government still does not recognize the British occupation, and presents an annual protest against it. The name applied to the Falklands in Argentine geography is the "Malvinas."

ADMINISTRATION.

The Colony is administered for the Crown by a Governor, aided by an Executive and Legislative Council. The Legislative Council is composed of the Governor, the Colonial Secretary, the Treasurer, the Colonial Surgeon, and the Colonial Engineer, together with three unofficial members.

The Governor is ex-officio Chief Justice; there are magistrates for East and West Falkland, and two for South Georgia.

GOVERNOR: Sir James O'Grady, K.C.M.G.

NATURAL PRODUCTS.

Farming methods are less advanced than in Argentina. The poverty of the soil, the isolation of the colony, and the intemperance of the climate, make progress difficult. Sheep-farming is the only important industry. The islands carry some 632,000 sheep, yielding about 4 million lb. of wool for sale, chiefly on the London market. Surplus sheep are usually boiled for tallow. One limiting factor is the shortage of winter pasturage, and another the absence of frigorificos. Export of wool in 1931 was valued at £125,818.

A single company farms almost one-third of the area and owns one-third of the sheep. The larger of the 33 remaining farms are owned by companies and farmed by resident managers.

Small quantities of oats and potatoes are grown. An undertaking was recently launched with local capital for the exploitation of the extensive seal herds in the islands. In 1930 approximately 530 tons of seal oil was produced, but owing to unfavourable market conditions, operations were suspended in 1931. A local factory has been erected at Albemarle, in the West Falkland Island.

COSTS AND WAGES.

The cost of living is about 20 per cent. higher than in the United Kingdom. Freights necessarily add to the prices of groceries, all of which need to be imported. Farm servants receive £5–£8 per month, with quarters, fuel, meat, and milk gratis. Unskilled labourers earn 1s. 2d. per hour, and skilled workmen about 1s. 7d. per hour in Port Stanley, but it is to be understood that the opportunities of employment are upon a very small scale.

Elementary education is provided in Government and Roman Catholic schools in Port Stanley, and by travelling teachers in the camp.

FOREIGN TRADE.

	1928	1929	1930	1931
	£	£	£	£
Imports	147,068	161,148	116,445	110,775
Exports	296,311	268,870	213,941	146,953

The principal imports are hardware and machinery, groceries, timber, drapery and wearing material. The exports consist of wool, tallow, hides and sheepskins.

POSTAL COMMUNICATIONS.

Mails are received about once a month, via Montevideo, or occasionally Punta Arenas. Mails are dispatched rather more frequently by the same routes; or by direct steamer when occasion allows.

POSTAGE.—British Empire 1d. per ounce; other parts 2½d. first ounce, 1½d. per additional ounce. Telegrams, 1/4½ per word to U.K. There are telephones at Stanley.

WIRELESS communication is maintained with London, Bergen, Montevideo and Magallanes (Chile). There is a Government broadcasting station and a daily news-sheet, the *Penguin*, is published.

THE DEPENDENCIES.

The Dependencies, as distinct from the Colony, include the land surface between longitudes 20° W. and 50° W. to the south of latitude 50° S.; and between 20° W. and 80° W. to the south of latitude 58°. The boundaries include a sector stretching to the South Pole, the little-known territory of Graham's Land and a number of islands. Of the last-named, South Georgia, the South Shetlands, South Orkneys, and South Sandwich Islands are the chief.

The total area of about 3 million square miles includes about 1 million square miles of sea, fairly accessible for whaling, sealing, and fishing. The Waddell Sea, with its floes and icebergs, forms part of the area. Control is exerted over the area through the Government of the Falkland Islands, by virtue of possession of the harbours, without which whaling cannot at present be carried on. The whaling industry of these waters is greater than that of the entire remainder of the world. The catch of whales was 4,210 in 1929–30, 2,736 in 1930–31, and 2,205 in 1931–32. Oil produced amounted to 188,044 barrels in 1930–31, and 124,337 barrels in 1931–2. The production of guano is considerable. During the season 1931–32, 113,420 bags were manufactured. Sealing operations are carried out on a small scale.

South Georgia is in latitude 54½° S. and longitude 36° to 38° W., and has an area of about 1,000 square miles, and a population of about 1,900. There are five whaling factories, and of the whalers 1,700 are Swedish or Norwegian. The resident magistrate and other officials are stationed at Grytviken Harbour, where there is a wireless station in communication with Stanley.

South Georgia is a mass of high mountains covered with snow where not too precipitous. Observations extending over three years point to snowfall upon 124 days per annum. The valleys are filled with glaciers which in many cases descend to the sea. The coastal region is free from snow in summer and more or less clothed with vegetation.

The **South Shetlands,** about 400 miles S.E. of Cape Horn, have good summer harbours, including one at Port Foster on Deception Island, a place notable for its hot springs. There is one shore station for whalers, and the harbours are used by floating factories, in which whale fat is boiled.

The **South Orkneys,** about 200 miles eastward of the South Shetlands, serve as a base for whalers, as do the **South Sandwich** Islands, a volcanic group some 250 miles S.E. of South Georgia.

French Guiana

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Cayenne, the capital of the colony and its chief port, is on the island of the same name at the mouth of the River Cayenne. The population is about 13,936. It is distant some 400 miles from Georgetown (British Guiana) and 260 miles from Paramaribo (Dutch Guiana) by sea. Ships discharge into lighters. Cayenne and St. Laurent are visited once a month by a cargo boat of the Cie Générale Transatlantique. Steamboats ply between the capital and other towns.

Hotel :—Grand Hotel Verdun.

Air Services :—See under Air Section.

St. Laurent du Maroni, on the Maroni, with about 1,300 inhabitants, is an important town. Other towns are **St. Georges de l'Oyapok,** with about 1,000 inhabitants ; **Sinnamarie,** with the same

number; **Mana,** with 800; **Iracoubo,** with 500; and **Guizanbourg,** with 600.

Places of less importance include: **Touat** (Macouria), **Mont-Sinery** (300), **Kourou** (600), **Roura, Caux,** and **Approuague.**

On the **Iles du Salut** ("Devil's Island"), 27 miles north-west of Cayenne, stands the celebrated convict settlement where Dreyfus and other French prisoners have been interned.

PHYSICAL FEATURES.

Cayenne, or Guyane, the only French possession in South America, lies north of Brazil, its eastern frontier being formed partly by the River Oyapok and the southern by the Tumuc-Humac mountains. The western frontier line with Dutch Guiana is constituted by the Rivers Maroni and Itany. The northern boundary is the Atlantic coastline of about 300 kilometres.

The area is estimated at 34,740 square miles. The land rises gradually from the coastal regions to the higher slopes and plains about 50 miles inland. Forests cover the hills and valleys of the interior, and they are succeeded by savannahs.

The colony is well watered, for over twenty rivers run to the Atlantic. Besides those named are the Mana, Cayenne, the Sinnamarie, with its tributary the Coureibo, the Marouini, Oyack, and the Approuague. Smaller rivers and tributaries are the Inini, Ardoua, and Camopi.

The only mountain range of importance is the Tumuc-Humac, and among the higher peaks are Mounts Mitarka, Temorairem, Leblond, and Timotakem, the latter in the extreme south on the Brazilian frontier.

The islands include the Enfant Perdu, the Malingre, Iles du Salut, Ile du Diable, and Rémire.

The **climate** is tropical with a very heavy rainfall. The rainy seasons are approximately from May to August and November to February. An average annual rainfall of 130 inches is recorded for Cayenne. The mean annual temperature of that city is 80° F. Tropical diseases, dysentry, malaria, etc., occur.

The **population,** inclusive of natives, is estimated at 50,000.

ADMINISTRATION.

Awarded to France by the Peace of Breda in 1667, French Guiana was twice thereafter attacked, first by the British in the same year and later by the Dutch in 1676, when the Governor was taken a prisoner to Holland. In the same year the French retook possession and remained undisturbed until 1808. In that year a combined Anglo-Portuguese naval force captured the colony, which was handed over to the Portuguese (Brazilians). Though the land was restored to France by the Treaty of Paris in 1814,

the Portuguese remained in possession until 1817. Gold was discovered in 1853, and disputes arose respecting the frontiers of the colony with Dutch Guiana and Brazil, and these were settled by arbitration in 1891, 1899, and 1915.

The Governor is assisted by a Privy Council of 5 members, and there is a Council-General of sixteen elected members possessing powers of local administration. The colony sends a deputy to the Legislative Assembly at Paris. The country is divided into fourteen communes, which have the right to elect their municipal councils.

The chief Courts sit at Cayenne.

NATURAL RESOURCES

The **agricultural** products are few and of no great importance for export, the principal being sugar, coffee, and cacao. There are cultivated for domestic consumption, sweet potatoes, bananas, manioc, maize, and tobacco. Only about 7,900 acres are under cultivation.

Various timbers, including rosewood, are derived from the forest regions, and factories exist for the production of rosewood extract, which is exported to France. Balatá is collected for export, in an estimated quantity of 1 million lb. annually.

The **gold** mines yield an annual production of about £270,000, and constitute the chief industry of the colony. Other minerals found include silver, copper, iron, lead, mercury, and phosphates.

Trade :—By far the larger part of the external trade of the colony is carried on with France and the other French colonies. This is true of imports to a somewhat greater extent than of the exports—the higher percentage of exports to other countries being due almost entirely to the large proportion of exports of raw gold.

	1931. Francs.	1932. Francs.
Total Imports ..	42,698,000	43,511,000
Total Exports ..	30,153,000	25,937,000

France and her colonies supplied 31,676,000 francs worth of the imports, and took 13,404,000 francs worth of exports in 1932.

Imports into French Guiana cover a very large variety of commodities. Particularly worthy of notice are the comparatively heavy imports of foodstuffs, many of which could be readily produced within the country. It is roughly calculated that imports of foodstuffs constitute about 45 per cent. of the total. Second in importance are the imports of clothing.

The exports of the colony are confined to a few native products, of which raw gold amounted to 1,507,362 grammes, valued at 22,695,603 francs in 1932, as compared with 1,477,175 grammes, valued at 22,689,124 francs in 1931.

GENERAL INFORMATION.

The **language** of the Colony is French. The **religion** is predominantly Roman Catholic. The weights and measures are metric.

The **currency** is based on the French unit of value, but the coins and bank-notes differ in design.

Upon **passports** for French Guiana the visa of a French Consul is required.

Transport :—The country is without railways, and the few roads lead to the capital. The main road westward follows the coast to St. Laurent du Maroni ; the eastward road leads to the mouth of the Approuague. The local commerce along the coast is carried on largely by sailing vessels. Cayenne and St. Laurent are visited monthly by a French cargo steamer. A hydroplane service connects St. Laurent with the capital.

Customs Duties :—With certain specified exceptions, goods of foreign origin pay the same duties as in France. Most goods, whether liable to import dues or not, also pay octroi and other charges, and there are, in addition, tonnage and pilotage dues. An *ad valorem* duty of 8 per cent. is levied on gold exports, and a tax of 10 francs per kilogramme on declaration at Cayenne.

Commercial Travellers :—No licenses are required and arrangements can be made for the temporary admission of samples under bond for the amount of duty. Commercial travellers visiting French Guiana should be in possession of the special identification certificate which is obtainable from French Consular Officers. The fee for this certificate is 18 francs.

Public Holidays : –In addition to the feasts of the Church :

January 1.
Mardi Gras.
July 14 : Fête Nationale.
November 11 : Armistice Day.

The Mohammedan holidays are observed, but the dates of observance are uncertain.

POSTS AND TELEGRAPHS.

The principal towns are connected by telegraph and telephone. The Compagnie Française des Câbles Télégraphiques has lines to Paramaribo and the Antilles and to Pará. Cayenne and the Maroni are connected by telegraph, operated by the Penal Settlement, by way of Macouria, Roches, Sinnamarie, and Mana. There is a wireless station at Cayenne.

Telephones operate in Cayenne, St. Laurent du Maroni and other centres. Lines connect the capital with Montjoly, Rémire, Le Rorota, and Fouillée Creek, and one links up Matoury, Stoupan and Roura.

Outward **mails** are dispatched by various routes at frequent intervals.

Postage, 2½d. **first** ounce, 1½d. each ounce after.

Homeward mails, irregular

GUATEMALA

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Guatemala City, capital of Guatemala. On a plateau 4,880 ft. above the sea, is connected by rail with the Atlantic at PuertoBarrios (200 miles), and with the Pacific at San José de Guatemala (75 miles). The population is 200,000, the climatic range is 61–68° F., and the rainfall about 57 in. per annum. The city was founded 1776, after the destruction of the former capital now called Antigua and distant some 25 miles. Its surroundings of green hills and volcanoes are of a striking beauty. The streets are broad, and in the business quarter many new and imposing buildings have been erected. The Museum, University, and Temple of Minerva are notable. There are three particularly beautiful churches, the Cerro del Carmen, La Merced and Santo Domingo. Municipal improvements to the drainage and water supply are being considered

A Touring Club has been organised to promote travel within the country. It is now possible to drive from Guatemala City through the highlands to Totonicapan, visiting Lake Atitlán and Sololá en route, and thence down to Quezaltenango, and from Quezaltenango to various other towns in western Guatemala. It is also possible to motor from Guatemala City across the frontier to Santa Ana,

in the Republic of Salvador, and on to the capital, San Salvador. Also from Guatemala City one may drive all the way to the port of San José on the south coast.

Hotels :—Palace, Rex, Gran, Continental. 6-10 Q a day with board. For long stay, Pension Gerault, Q150 a month.

Boarding-Houses :—Pension Gerault, Pension Palacios, Pension Maartens.

Taxi-cab Fares :—25 centavos 1st kilom., 15 centavos per kilom. afterwards. Cabs with a distinctive colour—red, green, or yellow—are fitted with authorised meters.

British Legation :—8a, Calle Poniente, No. 35.

Clubs : -Guatemala Club, the German Club, and the American Club. There is a golf course at the Guatemala Country Club, 5 miles from the city, and a smaller one at the Pamplona Golf Association, 3 miles from town.

Rail :—International Railways of Central America to Puerto Barrios (Atlantic port, 10¾ hours), and San José de Guatemala (Pacific port, 6 hours) ; to Champerico via Retahuleu (thrice a week) ; to Quezaltenango (10¾ hours) ; to San Salvador, bi-weekly ; connection is made at Ayutla (180 miles) with the National Railways of Mexico.

Road :—Motor-car can be taken to San Salvador, capital of the neighbouring Republic, and this route may be preferred to that via San José—involving steamer to Acajutla and rail to San Salvador. Fare, Q100.

Air Services :—See under Air Section.

EXCURSIONS.

To Lake Amatitlan by rail (see Amatitlan), or by motor.

To Antigua by motor (25 miles).

To Lake Atitlán by rail (87 miles) to Patulul, and six hours on horse-back to Sololá, where there is an hotel ; or by motor-car from the capital. A steam launch makes regular trips upon the lake Atitlán, which is 63 miles in circumference, and 6,000 ft. above the sea. Volcanic mountains surround the water, there are numerous picturesque islands, and a dozen primitive Indian settlements are seen upon the shores.

Puerto Barrios, in the large land-locked Gulf of Amatique, on the Atlantic coast, is the terminus of the International Railways of Central America. It is connected with the capital (200 miles) by a daily train service ; the journey takes 10¾ hours. Three-fourths of the import trade of the country is done at this port.

Tourists may ascend the Rio Dulce as far as Lake Izabal and the old Spanish fort, San Felipe, set among superb river and lake scenery. Sixty miles out of Puerto Barrios by rail is Quirigua, where are the wonderful Maya ruins. There are temples, monoliths and columns covered with baffling inscriptions.

Hotel :—Del Norte.

Steamers :—Weekly to New Orleans, New York, and Europe. A motor-boat service is maintained with Livingston and Puerto Cortes. Weekly motor-launch service to Belize, British Honduras.

Air Services :—See under Air Section.

San José, on the Pacific side, is the principal port of the country. It is connected with the capital by 75 miles of narrow-guage rail, with two daily trains, and by a motor road available during the dry season. It has an iron wharf 915 ft. long by 72 ft. wide, with a depth of 35 ft. at pier-head. Here there is storage room for 8,000 sacks of coffee. There are facilities for receiving 600 tons of merchandise per day, and for handling weights up to 20 tons. The chief exports are coffee, rubber, hides, deer-skins, mahogany, cedar, horns, essence of lemon, and grass. The population is small (1,500) and the place is of importance only as a port of entry or departure.

Rail :—To Guatemala City and Puerto Barrios ; also to Champerico via Retalhuleu.

Hotels :—Miramar, California.

Steamers : -Regular fortnightly services with San Francisco and New York, calling at Havana (Cuba), eastbound ; also with Hamburg, Havre, Trieste, Seattle, Vancouver, and monthly service to Scandinavian ports.

OTHER TOWNS.

Amatitlan, upon the lake of the same name, is 23 miles by rail from the capital. The lake, a beautiful sheet of water 7½ by 2½ miles, affords fishing and boating. There are thermal springs on the lake side with groves of trees, coffee and sugar plantations. Population, 3,300; Altitude, 4,080 ft.

Hotels :—National, La Cataluña.

Antigua, the former capital, 25 miles from Guatemala City, is reached from that point by motor-car. The town is pitched 5,000 ft. above sea-level in view of the three volcanoes—Agua, Fuego, and Acatenango, and these rise to some 13,000 ft. It had in the eighteenth century a population of 80,000, a university, and about one hundred churches and monasteries. An earthquake of 1773 destroyed the city, creating ruins which rank with the most impressive in the New World. Picturesque coffee estates surround the town, which has 10,000 inhabitants.

Hotels :—Manchen, Pension Rojas.

Ayutla, upon the Mexican frontier, is 14 miles by rail from Retalhuleu. It is separated from the Mexican town of Suchiate by the river of that name; the two railway stations are about two miles apart. A bridge is being built. The river is crossed in small boats and train is taken for Tapachula, from which point Mexico City can be reached over the Mexican National Railways.

Hotels :—Sevilla, Pan Americano.

Champerico, an open roadstead upon the Pacific, in the western part of the country, has an excellent steamship service coupled with port facilities which cause it to rival Puerto Barrios as the chief outlet for coffee. The town is inconsiderable, with only 1,500 inhabitants, but it is served by daily trains from the capital throughout the year. The long iron wharf is connected by two railway tracks with shore warehouses. It has storage for 8,000 bags of coffee, and facilities for handling 400 tons of cargo daily. It is the port for Retalhuleu and Quezaltenango, and is visited frequently by steamers plying between San Francisco and New York, with call at Havana (Cuba), eastbound.

Hotel :—Miramar.

Chiquimula, capital of Department of the same name, is 18 miles from Zacapa, on the International Railways. It stands 1,377 ft. above sea-level, and has a population of nearly 5,000. Climate, warm but healthy. The principal products of the Department are rice, corn, beans, coffee, sugar-cane, cacoa, and tobacco. There are also minor silver, lead, copper and gold mines.

During the month of January thousands of pilgrims pass through the town on their way to Esquipulas, where there is a famous sanctuary.

Coatepeque, in the Department of Quezaltenango, stands at an altitude of 1,580 ft., and has a population of 2,500. It is 44 miles from Quezaltenango, 160 miles from Guatemala City, and 21 miles from Ayutla. It is reached from the capital by railway and from Quezaltenango by motor. It is the centre of one of the richest coffee zones in the country. Other products are maize, sugar cane, bananas, and cattle.

Hotels :—Europa, Ambos Mundos.

Cobán, capital of the Department of Alta Verapaz, is 100 miles north of Guatemala City, in the centre of a rich coffee-growing district. The climate is semi-tropical, the altitude is 4,331 ft., and the population 4,643. There are water connections with Livingston, near Puerto Barrios, including a 28-mile link of railway between Panzos and Pancajche. A road is open all the year round to Pancajche, and another to El Rancho (dry season only) on the International Railway.

Hotels :—Apolo, Central.
Air Services :—See under Air Section.

Escuintla, 50 miles from the capital and upon the railway to San José and the Mexican frontier, is a winter resort. The Água volcano faces the town, which is situated in a rich tropical valley of 1,100 ft. altitude. Population, 4,500. There are motor roads to Guatemala City and Antigua.

Hotels :—Ferrocarril, Central.

Flores, capital of Petén Department, is 280 miles from Guatemala City, whence it may be reached by air. It is also reached from Belize, British Honduras, *via* the Belize River, and then overland, a trip which takes anything from 4 to 15 days, according to the weather. The products are chicle and timber. Population, 1,500. The town is built on an island in the middle of a beautiful lake.

Air Service :—See under Air Section.

Huehuetenango, 150 miles from the capital and towards the Mexican frontier, is a lead, silver, and copper mining centre, at the foot of the Cuchumatanes mountains. There is a good road to Quezaltenando (57 miles) ; the climate is pleasant, for the elevation is 6,100 ft. The population is 3,600.

Air Services :—See under Air Section.

Jalapa, capital city of the Department of Jalapa, is situated in a beautiful valley at an altitude of 4,526 ft. It is reached from Guatemala City by train to Jalapa Station, and thence by motor-car. The main products are corn and beans. Population, 5,720. Average temperature, 68° F., but falls in December and January to as low as 41° F.

Livingston, on the left bank of the Rio Dulce, is 10 miles north-west of Puerto Barrios on the Gulf of Amatique. Its principal trade is in bananas and boat-building. The place serves as a starting point for Cobán *via* the beautiful Dulce River, Lake Izabal and the Polochic River, as far as Panzos (110 miles), rail to Pancajche (30 miles), and thence by automobile (50 miles). The population is 2,124. Livingston ships about 100,000 quintals of the famous Verapaz coffee from Cobán annually.

Hotels :—Balceis, Rio Dulce, Polochic.

Mazatenango, on the Central Railway, 114 miles from the capital, 80 miles from San José, is the chief town of the Costa Grande zone, a district fertile in coffee, sugar, cocoa, and tropical fruits. Population, 4,600. Altitude, 1,250 ft. Aviation field at Chitalon, 2 miles away.

Hotel :—Guatemala.

Quezaltenango, second city of the Republic and the capital of its Department, is 70 miles inland from Champerico and is served

from that port by International Railways as far as San Felipe, thence by an electric line. The altitude is 7,600 ft., the population 18,600, and the climate good. The neighbouring valley is fertile in grain and coffee. The streets, houses, and people are picturesque.

Hotels :—Europeo (Q2·50) ; Recreo (Q3·00) ; Ritz (Q3·00).
Air Services :—See under Air Section.

Quiché, 90 miles west of the capital, 6,500 ft. above the sea, has a population of 8,000. The ruins of Utatlán, the Indian city which the Spanish conquerors destroyed, are close at hand.

Quiriguá, in the valley of the Motagua River, and on the railway from Puerto Barrios (60 miles), has the remains of a Maya temple and carved monoliths of prehistoric age and remarkable beauty. The United Fruit Company Hospital, the best in Guatemala, is here.

Retalhuleu, a town of 3,400, on the International Railway, is reached from Champerico (28 miles) and from Ayutla. The town ranks as the fourth in order of importance and it serves a large number of sugar, coffee and other estates. The climate is hot.

Hotel :—Astor.

San Marcos, near the Mexican frontier, and 35 miles west of Quezaltenango, is a centre of the coffee trade. The population is 3,100, and the altitude over 8,000 ft. The Indian town, San Pedro Sacatepéquez, one mile away, is of considerable commercial importance. Air port and radio station opened. The motor-road from Quezaltenango is exceptionally picturesque.

Hotel :—Longo.

Sololá overlooks Lake Atitlán from an elevation above sea-level of 7,000 ft. The Sololá and San Pedro volcanoes are in the same vicinity, and the scenery is of impressive grandeur. Sololá is reached by motor from Guatemala City (100 miles), *via* Los Encentros. Population, 3,000. There is a passable hotel at Tzanjuyu, 5 miles away and on the lake shore.

Totonicapan, capital of its Department, is east 15 miles from Quezaltenango. It has an Indian population of 4,000, and a semi-tropical climate. Altitude, 8,200 ft. Products : wheat, corn, beans, wool.

Hotel :—Central.

Zacapa, with a population of 5,000, stands 100 miles from the capital on the railway to Puerto Barrios, or about midway. Passengers stop for meals. A line is now open from this point to connect with the Salvador section of the International Railways.

Hotels :—Ferrocarril, France.
Air Services :—See under Air Section.

PHYSICAL FEATURES.

Guatemala, the chief commercial country of Central America, has a land surface of 42,456 square miles. It is bounded by Mexico, British Honduras, Honduras, and Salvador. It has an Atlantic seaboard of 70 miles and a Pacific coast-line of 200 miles. About two-thirds of the country—the western and southern areas—is mountainous and volcanic. The altitude of the towns is from

1,000 to 8,000 ft. and the climate is healthy and of an even spring-like warmth. The coast lands and northern region, low-lying and tropical, are covered with dense vegetation. There are two seasons —wet, from May to October, and dry, from November to April.

The mean annual temperature in the " tierra caliente," or low-lands, is about 80° F., and that of the " templada " about 58° F. The winter months are 5–10 degrees cooler than the hot months of March and April.

The Cordillera of the Andes is towards the Pacific coast. The Cockscomb range of mountains extends into British Honduras, and the Santa Cruz range towards Amatique Bay and the port of Livingston. The Merendon Mountains, east of the Motagua River, divide Guatemala from Honduras.

Of the numerous volcanoes several are still active. Others, like Fuego (12,581 ft.), long extinct, erupted once more in 1932. A new and active volcano, Santa Maria, burst out in 1902 and gives continual evidences of activity ; it is close to Quezaltenango. Agua, which destroyed the first capital of Guatemala in 1541, erupted again in 1932. Tacana (13,330 ft.) and Tájumulco (15,036 ft.), both near the Mexican frontier, are the two highest peaks. Santa Maria is 12,300 ft. high, Atitlán 11,500, Acatenango 13,000, Agua 12,300, Pacaya 8,500, Jumay 5,940, and Chingo, on the Salvadorean frontier, is 5,850 ft.

The important rivers include the Usumacinta, which enters Campeche Bay in Mexico ; and the Motagua and Polochic, which have a course of about 300 miles before flowing into the Gulf of Honduras.

The larger lakes are Izabal (36 miles in length), Petén (27 miles), Atitlán (17 miles), and Amatitlan (9 miles).

Population :—Guatemala has a total population of 2,500,000, of which at least 60 per cent. are Indians, speaking native dialects. The remainder are of mixed Indian and Spanish descent (ladinos), with a ruling class of pure European origin. The population averages about 58 square mile. The religion is Roman Catholic and the language of commerce Spanish, although English is widely understood. The foreign population numbers 25,000.

A GUATEMALAN CALENDAR.

1522–4. Spanish conquest of Guatemala under Pedro de Alvarado.
1541. Guatemala City destroyed by volcanic eruption.
1821. Revolts against Spanish rule, and joins the Central American Federation.
1839. Dissolution of the Central American Federation.
1847. Guatemala declares itself an independent Republic.
1854. Carrera appointed President for life.
1863. Costa Rica and Nicaragua become allied with Guatemala.
1865. Death of Carrera ; succeeded as President by General Cerna.
1871. Revolution ; Cerna deposed ; succeeded by Justo Rufino Barrios.
1872. Alliance with Honduras against Salvador. Expulsion of the Jesuits.
1885. Barrios declares himself the supreme head of the five Central American States and is killed in battle.
1886. The new President, General Manuel Barillas, makes peace.
1902. Quezaltenango and other towns damaged by earthquake.
1918. Capital damaged by earthquake.

GOVERNMENT.

Under the Constitutional Charter of 1928 the President is elected for a term of six years, and thereafter remains ineligible for re-election for twelve years. Three nominees are elected by the National Assembly to replace the President in given contingencies. The President and Council of State are empowered in national emergencies to suspend certain constitutional guarantees. The Council of State has seven members, four nominated by the President, three elected by the Assembly, and its functions are advisory. The National Legislative Assembly, elected by direct popular suffrage, consists of deputies for each 30,000 inhabitants or fraction exceeding 15,000. Failing an absolute majority of votes for any one Presidential candidate, the Assembly elects the President of the Republic from among the three candidates obtaining the greatest number of popular votes. The Assembly declares war, governs national finance, and controls concessions.

Guatemala is administratively divided into 22 departments. The governor or Jefe Politico of each is appointed by the President.

PAST PRESIDENTS (Since 1873).

Justo Rufino Barrios ..	1873–85	José Maria Orellana ..	1922
General Manuel Barillas ..	1885	General Lazaro Chacón ..	1926
J. M. Reyna Barrios ..	1892–98	Baudilio Palma	1930
Manuel Estrada Cabrera ..	1898–1920	General Manuel Orellana ..	1930
Carlos Herrera	1920	J. M. Reina Andrade ..	1931

PRESIDENT.

General Jorge Ubico.

MINISTRY.

Foreign Affairs	Alfredo Skinner Klée.
Finance	José González Campo.
Interior	Guillermo S. de Tejada.
Education	Ramon Calderón.
Public Works and Commerce	Hector A. Idígoras.
Agriculture	Guillermo Crúz.
War	General José Reyes.

NATURAL RESOURCES.

The $ sign here represents American gold dollar.

The country is mainly agricultural. The chief crops are coffee, maize, bananas, sugar cane, chicle gum, wheat, rice, beans, potatoes, and cacao. The country is divided into three well marked climatic zones. Land near the coast, up to an altitude of 2,000 ft., is well suited to bananas, rubber, palms, and tropical fruits. The inland regions (2,000 to 6,000 ft.) grow sugar, coffee, maize, and fruits. A third zone, with an altitude up to 12,000 ft., is given over to wheat and potatoes. The soil is in the main good, but is not uniform. Except in a few cases all forms of agriculture are carried on in the most primitive fashion.

The staple product is **coffee,** mostly of fine quality and grown on steep mountain sides at altitudes of 1,500 to 6,000 ft. The chief coffee districts are in the highlands on the Pacific slope from Guatemala City to the Mexican border and on the Atlantic side around Cobán. The annual production is about 1,000,000 quintals. Trees

are planted among other trees and hand labour is exclusively used. Trees bear from 3 to 5 years, but most profitably during the succeeding 5 to 10 years. The crop was 640,000 bags in 1930–31, and for 1931–32 was estimated at from 550,000 to 570,000 bags. The 1932–33 crop is estimated at over 1,000,000 quintals.

The coffee is mainly of Arabica type, and generally accounts for over 80 per cent. of the total exports. Exports: 1931–32 —789,041 quintals, valued at $10,981,803; 1932–33—875,000 quintals.

The **banana** industry ranks second only to coffee, and in addition to the large plantations near Puerto Barrios, upon the Atlantic slope, new estates have been opened upon the Pacific for the supply of the Californian market. Exports: 1931—5,798,236 stems, valued at $2,899,118.

Sugar is planted chiefly upon the Pacific slope at an altitude of 1,000 ft. The production is about 21,000 long tons. The export fluctuates with demand, and was 6,203 quintals, valued at $18,600 in 1931.

Guatemala has an effective monopoly of the **chicle** gum extensively used for chewing in North America. Large quantities of chicle are gathered in the Petén province and exported through British Honduras. Exports: 1931 —11,986 quintals, valued at $383,559.

The country is rich in **timber,** notably mahogany and cedar. The northern provinces contain vast areas of virgin forest largely unexplored. At present no exploitation on a large scale is carried out owing to the absence of railways and road communications, except in the Petén region, which is richest. About 150 varieties of timber have been classified.

Maize yields two or, in the coastal regions, three crops a year, and forms the staple food of the people. Large areas suitable for wheat are devoted to coffee and sugar. Rice of excellent quality is grown for domestic consumption, as well as quantities of beans, sweet potatoes, and cassava (manioc).

Criollo, native **cotton,** is grown. Scientific methods of cultivation and of dealing with the weevil are being tried.

Important **cattle** estates exist upon the Pacific coast, and live fat cattle are exported. Wool is grown for local use in the western part of the country. The official estimate of live-stock (1930) included 416,397 cattle, 63,117 horses, 37,049 asses and mules, 183,537 sheep, and 79,251 pigs.

Hides were exported, but to a decreasing extent. In 1931, 53,604 hides were exported, valued at $218,970.

Other Products:—Coconuts, rubber, horn, honey, and beans are exported. Some 25,000 bee colonies are worked by German settlers, and honey is exported (20,826 quintals, valued at $124,960 in 1931).

That Guatemala is not more productive is due to lack of capital, shortage of labour, and the want of communications. The coastlands are very fertile. The highlands, from the capital to Quezaltenango, could grow maize, wheat, and other cereals more than

sufficient for the population. Along the Pacific coast the wild Manaco palm gives large quantities of nuts, at present allowed to waste, from which oil could be extracted. Large areas along the Northern railway need only an irrigation scheme for development, and there are enormous tracts of uncleared lands in the north.

Mineral Wealth :—There is not much mining activity, but a few small silver and lead mines are worked. Gold, copper, iron, lead, mica, zinc and antimony have been found. Gold is worked from small placer mines. White marble is quarried near Zacapa.

Exports :—The principal articles are stated in the order of their importance : Coffee, sugar, bananas, timber, chicle, minerals, hides, gold, beans, honey, skins, zacaton (heather root), maize, hats, wax, fibres, horn.

FOREIGN TRADE.

Gold quetzales = U.S. dollars.

	Imports.	Exports.
1928	$21,145,000	$28,211,572
1929	$24,458,632	$24,928,229
1930	$13,262,335	$23,577,818
1931	$12,971,234	$15,167,386
1932	$7,466,000	$10,660,736

Great Britain provided 8.9 per cent. of the imports in 1931.

PUBLIC DEBT.

		Quetzales.
June 30, 1932.	External	14,421,368 and £1,540,860
	Internal	7,570,141

Manufactures :—Cotton goods are manufactured by modern methods at Cantel (Quezaltenango). Sacks, cordage and nets are made from native fibres. Baskets for coffee pickers and sun hats are produced from palm straw. Tanning and saddlery are well established ; cement is made near the capital, and pottery, bricks and tiles are also produced. There are various flour mills, iron foundries, breweries, aerated water, soap and candle, ice and tobacco factories. The Swedish Match Company has been granted a monopoly of the match trade.

Water power resources in the country have been estimated at 1,300,000 horse power, but only about 16,500 horse power have been developed.

INTERNAL COMMUNICATIONS.

Railways :

Fares :—	Quetzales.
Puerto Barrios to Guatemala City	9.95
San José to Guatemala City	3.75
Guatemala City to Quezaltenango	8.75
,, ,, to San Salvador	13.35
,, ,, to Ayutla	5.40

Travellers are advised to make their journeys in the observation car (carros sálon). The ordinary first-class accommodation is more crowded and, especially from Puerto Barrios to Guatemala, decidedly less comfortable in the heat of the lowland journey. No arrangements are made for luncheon in the train. It is usual to snatch a meal at the Station Hotel at Zacapa during a 35 minute halt. Sandwiches can be brought from the boat.

Baggage :—All baggage, except light suit cases, is inspected at the Customs House in Guatemala City and only reaches the traveller's hotel the day after his arrival. A change of clothing should therefore be carried in a suit case. Travellers with heavy luggage are advised to accept the services of the Express Company's agent travelling on each through train.

Roads and Waterways :—There has been a notable advance in road-making during recent years. The principal roads from Guatemala City radiate (1) to Antigua ; (2) to Chimaltenango ; (3) to the Salvadorean frontier and to San Salvador. Others of importance are the Zacapa–Chiquimula road, the Retalhuleu–Quezaltenango, and the Quezaltenango–San Marcos, Huehuetenango, Totonicapán, and Quiché roads.

The bridging of El Rosario River affords a new highway from Retalhuleu to the sea at Champerico.

Small steamers ply from Livingston to Panzos on the Polochic River, using the Dulce River and Lake Izabal. Motor boats and canoes work on the Rivers Usumacinta, Pasion, Chixoy and Motagua, and upon Lakes Petén and Atitlán.

HINTS FOR TRAVELLERS.

Visitors must obtain a visa (Q2) from a Guatemalan consular officer to enter the country, and must register at the Ministry for Foreign Affairs in Guatemala City if the stay exceeds two months. Registration fee, Q2. Neglect to comply with this regulation incurs a fine of Q200. All British subjects about to leave the Republic must get a permit to do so from the Minister for Foreign Affairs. Fee, Q2. Vaccination certificates are required.

Entertainment : An ordinary dinner, moderate quality and service, costs Q1.50 a head without wine. Special dinners cost about Q2.50 a head. Cocktails are 25 to 30 centavos each and a whiskey and soda 20 centavos.

Clothing of tropical weight is worn in the hot coast towns. Visitors from the coast to the capital are advised to wear ordinary clothing and bear the temporary discomfort until the higher altitudes are reached. Raincoats should be carried for the rainy season and rubber shoes are useful.

Medical Services : The United Fruit Company has a modern hospital at Quiriguá, and there is an American Hospital at Guatemala City. Visitors should not eat raw lettuce, salads and strawberries unless sure they have been cleaned in filtered water, a precaution not usually taken at restaurants. Drinking water should be filtered and boiled, and should not be drunk from the tap. Travellers to the smaller towns should be injected against typhoid.

CURRENCY, WEIGHTS AND MEASURES.

Currency :—The unit is the " quetzal," equivalent to the U.S. gold dollar. Gold coins of 20, 10, and 5 quetzales, and Silver coins of $\frac{1}{2}$ and $\frac{1}{4}$ quetzal, 10 cents and 5 cents, are in circulation. The paper currency, ranging from 500 pesos down to 1 peso, is

inconvertible, and its value has been stabilized at the rate of 60 pesos to the quetzal. The United States dollar is legal tender and in use in retail as well as foreign commerce.

Weights and Measures :—The metric system is used officially, but certain Spanish standards are current. Land is reckoned by caballerias and manzanas. Cloth is sold by varas. Coffee and sugar are weighed by quintals.

1 league = 3 miles.
1 vara = 32 in.
1 manzana of land = 100 varas square.
1 caballeria of land = 64 manzanas = 45 hectares.
1 libra (Spanish) = 16 oz. Spanish.
1 arroba = 25 lb. Spanish = 25·35 lb. English.
1 quintal = 100 libras = 101·4 lb. English.
1 tonelada = 20 quintals = 18·10 cwt. English.

PUBLIC HOLIDAYS.

January 1 : New Year's Day.
January 6 : Epiphany.
Two days : Carnival.
March 19 : St. Joseph.
Holy Thursday.
Good Friday.
Holy Saturday.
April 14 : Pan American Day.
Ascension Day.
Corpus Christi.
June 29 : SS. Peter and Paul.
June 30 : Anniversary of 1871 Revolution
July 4 : American Independence Day.
July 14 : Fall of the Bastille.
August 13–15 : Assumption of our Lady.
September 15 : Independence Day.
October 12 : Discovery of America.
November 1 : All Saints' Day.
December 8 : Immaculate Conception.
December 25 : Christmas.
*December 31 : Bank Holiday.

* Or the last working day of the year.

PRESS.

The principal newspapers published in the capital are : " Diario de Centro-América " (the Official Gazette of Guatemala), " El Imparcial," " Nuestro Diario," and " Liberal Progusista."

POSTS AND TELEGRAPHS.

There are national telegraph and telephone systems with about 5,000 miles of wire. Messages in code or in language other than Spanish are charged extra rates. There is direct telegraphic communication with El Salvador. There is a wireless station at Guatemala City and at Quezaltenango.

Mails to and from England are dispatched *via* the U.S. ; homeward mails arrive two or three times a week. The postage on letters from the United Kingdom is 2½d. the first ounce and 1½d. thereafter.

Letters between New York and Guatemala City take a week (by air-mail, 3 days), and from Europe some 20–25 days. Guatemala is in the Postal Union.

A **broadcasting** station near Fort San José was formally opened in 1925.

BRITISH LEGATION AND CONSULATES.

The letter (M) denotes that the Consular Officer holds a Marriage Warrant.

RESIDENCE.	RANK.	NAME.
Guatemala (M)	En. Ex., Mn. Plen., and Consul-General.	J. H. Stopford Birch.
	Vice-Consul	C. C. A. Lee.
Port Barrios	Vice-Consul	A. Papadole.
Quezaltenango	Consul	Hugo Fleischmann.
San José	Vice-Consul	L. S. Summerhayes.

GUATEMALAN LEGATION AND CONSULATES IN GREAT BRITAIN

RESIDENCE.	DESIGNATION.	NAME.
London (11 Queen Victoria Street, E.C.4).	Chargé d'Affaires	Dr. F. A. Figueroa.
London (11 Queen Victoria Street, E.C.4).	Consul-General	Dr. F. A. Figueroa.
Liverpool	Consul-General	Dr. Manuel Morales.
Cardiff	Consul	Alfred John Bovey.
Glasgow	Consul	W. J. M. Sloan.
Grimsby	Consul	Ernest Sutcliffe.
Southampton	Consul	J. E. Dawe.

Touring in Guatemala.

Dr. Thomas Talbot Waterman, an American citizen, has said: "The scenery of the Canadian Rockies is marvellous and inspiring; but the appeal of ancient ruins and buried cities is lacking; there is scenic grandeur alone. In Egypt there is the appeal of antiquity, but scenic splendour is lacking. But in Guatemala you have the grandeur, majesty, and sublimity of towering mountains, the beauty of shimmering lakes and turquoise skies; and with all that the subtle lure and mystery of ancient ruins and buried cities. With good automobile roads the country would be a tourist paradise."

The waters of **Lake Atitlán,** some 17 miles in length, lie below the town of Sololá, distant 73 miles from Guatemala City and 37 miles from Nahualate railway station. South of the lake are three volcanic peaks, Atitlán, San Lucas, and San Pedro of about 11,000 ft. The town of Sololá stands about 7,000 ft. above sea-level, and a road cut through the solid rock, steep but negotiable by motor, leads down to the Indian village of Panajackal on the lake side. There are two hotels. There is sublime scenery, and much interest is found in the ruined stronghold of the Tzutujil tribe and the life of the Indian town. The natives, although christianized, observe their ancient rites and wear their tribal dress. There are 12 Indian villages round the lake, each named after one of the Apostles.

Antiquities :—Archæologists have brought to light remains of apparently three civilizations, described by Dr. T. T. Waterman, of the National Museum of Guatemala, as (1) Zapotec (or Aztec); (2) Maya (older than Zapotec); (3) a nameless culture older than either. Interesting ruins of ancient settlements with mounds and pyramids are found in the coast region of Western Guatemala, not far from the railway line connecting Guatemala City with the port of San José. Opportunity for a great deal of new exploration remains.

In addition to large architectural works much eroded by rainfall and masked by vegetation, there are other relics, notably fragments of pottery and chips of obsidian. Scattered over the sites are large building stones, of volcanic material, beautifully squared and dressed. Some of the buildings bear colossal heads, carved in stone, and apparently used to ornament great façades.

At Baúl and Pantaléon there are carvings of marked artistic merit. Valuable archæological work has been done by the staff

of the National Museum in Guatemala. In interest the remains challenge comparison with Greece and Egypt.

The Maya remains near Quiriguá may be compared with those still nearer to the Honduras border at Copan. Others exist northward in the remote Petén district at Tikal and, westward, at Chaculá (Huehuetenango).

The monuments at Cotzumalguapa (south of Escuintla), at Mitla (Jutiapa), at Utatlán (Quiché), and Tecpán belong to later civilizations.

Guidance for Commercial Travellers.

The certificate of identity embodied in the International Convention held at Geneva in 1923 should be produced. This should bear the visa of a Guatemalan consular officer resident in the country of issue. No fee is levied for this service, but a fee of about 25 quetzals (about £5 4s.) is charged by the customs authorities on arrival for their endorsement of this certificate.

Samples subject to import duties but which are to be re-exported will be admitted temporarily free of duty, provided a deposit in cash is made or a bond acceptable to the customs authorities is given. A Consular invoice is not necessary with travellers' samples, but a list in triplicate detailing the contents must be presented to the Customs.

A Commercial Travellers' Agreement between Guatemala and Great Britain was signed on June 6, 1931.

HONDURAS

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La Ceiba, on the Atlantic coast, is 225 miles from Tegucigalpa and 53 from Tela. It is the terminus of a railway running through the banana country and is of considerable commercial importance. The average annual rainfall is about 120 in., and temperature ranges between 78° to 88° Fahr. Population, 13,073. There was a disastrous fire in 1931.

Hotels :—Royal, Roma, $2 3 per day, including meals.

Amapala, the only port of Honduras on the Pacific coast with a good anchorage, is on Tigre Island, in the Bay of Fonseca. It is visited by the P.S.N. and Panama Mail steamers from San Francisco and Cristóbal. There is a route to the capital by launch to San Lorenzo, and then 90 miles by motor-car, a six hours' journey. Vessels lie off shore, and small boats land the passengers. The population is 3,000. The climate is oppressive.

Hotel :—Morazan, Venecia.

Air Service :—Twice a week to the Capital, or any time by special plane.

Tegucigalpa, the capital and chief commercial city, is 3,200 feet above sea-level, approximately 100 miles from the Pacific, or 200 miles from the Atlantic coast. There are silver and some gold mines in the vicinity and the city serves a large sub-tropical agricultural area. Founded in the sixteenth century at the foot of Mount Picacho, it bears a name taken from the Indian words for "Silver Hill." It is divided by the River Choluteca from the neighbouring town Comayaguela. Population, 40,000. Among the important buildings are the Presidential Palace, a massive structure

with a beautiful interior courtyard, the Palace of Justice, the University, the National Theatre, the Mint, and the Bank of Honduras.

Tegucigalpa is readily accessible from the Pacific port Amapala (q.v.), by which route all heavy goods are taken. A road leaves Tegucigalpa and runs through Comayagua and Siguatepeque to the shores of beautiful Lake Yojoa. The road begins again at the far side of the lake at the town of Jaral and goes to Potrerillos, whence there is a railway to San Pedro Sula and Puerto Cortés. Another road from Tegucigalpa to San Lorenzo on the Atlantic is mountainous and highly picturesque.

Hotels :—Palace, Ambos Mundos, Ritz; rates. $2-3 (U.S. currency) daily, including meals.

Air Services :—See under Air Section.

Choluteca is a sixteenth-century town, 37 miles from Amapala. It is approached from that town by boat to Pedregal, seven miles distant by road. The journey of 80 miles to the capital can be continued by motor-car from San Lorenzo, which is reached after five hours' mule-back, or by car in the dry season. It is the centre of a cattle district, and there are mines in the locality. Road open to San Miguel (El Salvador). Population, 12,371.

Comayagua, population about 9,000, stands on the river Humuya, 70 miles north-west of Tegucigalpa, and accessible from that point by motor-car. The climate is tropical but healthy. The cathedral is notable, and the town has a school of law. The industries of the district are now purely agricultural.

Hotels :—Colón, Cabanas.

Danli, in the Department of El Paraiso, is 39 miles from Yuscaran, and about 70 miles from Tegucigalpa by automobile road. The population is 10,500. The chief industry is agriculture, and the products include coffee, tobacco, and sugar. There is a small sugar mill. The place is growing in importance.

Juticalpa stands in a rich agricultural district, 2,700 feet above sea-level. It is 120 miles north-east of the capital, and accessible by mule from Trujillo, La Ceiba or Tegucigalpa. Population, 10,809.

La Paz, capital of the province of La Paz in the western part of the rich Comayagua Valley, is one of the oldest towns. It has a population of 4,500, and is a mining as well as an agricultural centre. Amapala, the nearest port, is connected with the town by road. Tegucigalpa is 63 miles distant.

Puerto Castilla has been built by the United Fruit Company, and lies across the bay from Trujillo. Population, 1,100. Fruit Company steamers ply to New York and New Orleans. There is rail communication with La Ceiba and Olanchito. The town is an important banana centre.

Hotel :—Casa Grande.

Puerto Cortés, 38 miles from San Pedro Sula and 207 from Tegucigalpa, stands near the mouth of the Ulua River. The largest port on the Atlantic coast, and only three days' steam from

New Orleans, it is the port for all the produce grown on the Puerto Cortes-Potrerillos Railway line. The climate is torrid ; the rainfall averages 90 in. annually. Population, 9,430.

Hotels :—Cosenza, La Espanola.

Roatan is the port of entry to the Islas de La Bahia (Bay Islands). It is reached from Trujillo by motor boat or schooner. Landing is by lighter. The principal products are coconuts, bananas, and plantains. Main industry, boat building. Population, 3,300. The two nearby islands of Bonacca (population, 1,400) and Utila (population, 1,000) are easily reached from Roatan.

Hotel :—Harbour View.

San Juancito is 20 miles from Tegucigalpa, whence it is reached by mule trail or ox cart. The fifty-year-old Rosario mine lies here, prolific in silver and gold.

San Lorenzo, in the Department of Valle, is 25 miles from Amapala, whence it is reached by launch, and 85 miles by automobile road from Tegucigalpa. The Pan-American landing ground lies two miles to the north. Motor buses leave for Tegucigalpa at 2 p.m. on Tuesdays, Fridays and Sundays, or automobiles can be specially hired.

Hotel :—Wynn's Hotel.

Air Services :—See under Air Section.

San Pedro Sula, in the fertile and extensive Sula valley, is served by the National Railway of Honduras. It is 37 miles from Puerto Cortés, and 216 from Tegucigalpa. It is the centre of the banana and sugar-growing industries, and an important distributing point for the interior of northern and western Honduras. Population, 24,290.

Hotels :—Balderach, Internacional, American.

Air Services :—See under Air Section.

Santa Barbara, capital of the Department of Santa Barbara. Population, 8,000. On Zacapa River, near Lake Yojoa, 186 miles from Tegucigalpa. Climate, hot. It is reached by road from Tegucigalpa, San Pedro Sula, Puerto Cortés, and Comayagua. It is growing rapidly in importance.

Santa Rosa de Copán, the largest city in the northern part of the Republic, is the centre of a rich mining and cattle-raising district. It is 140 miles south-west from San Pedro Sula and 249 miles from Tegucigalpa. Population, 10,000, and chiefly Indian. Tobacco is one of the main products.

The Maya remains at Santa Rosa de Copán once formed a vast walled-in rectangular area, within which altars, stone idols, and the remains of huge pyramids have been discovered.

Tela, in the lowlands between Puerto Cortés and La Ceiba, is a rising centre of the banana trade and the focus of a network of light railways. The harbour is good, and the port is used by New York, Bristol, and New Orleans fruit steamers. Population, 9,938.

Hotels :—Balderach, Italia.

Air Services :—See under Air Section.

Trujillo (or Truxillo) was formerly the chief trade centre on the Central American Atlantic coast. The trade has been lost to Puerto Castilla, across the bay. Passengers, freight and mail for Trujillo are now landed at Puerto Castillo. There are now hardly any exports. Population, 8,827; climate, healthy.

Hotels :—Steiner, Crespo.

Yuscaran (3,500 ft.), capital of Department of El Paraiso. Population, 6,000; 42 miles from Tegucigalpa, 90 miles from Amapala. Climate, semi-tropical. Principal products : cereals, fruits, coffee, and silver. It is reached by mule-back from Tegucigalpa.

PHYSICAL FEATURES.

Honduras has an area of about 46,300 square miles. It has a coast-line on the Atlantic Ocean of 400 miles, and on the Pacific Ocean of 60 miles. The Republic lies between latitudes 13° and 16° north of the Equator, and longitudes 86° and 92° west. Its frontiers are contiguous with those of Nicaragua, Guatemala, and El Salvador. The country is mountainous, richly timbered, and abounds in minerals, the principal of which so far developed are silver and gold. Fertile valleys and pine-clad tablelands give continuous panoramas of magnificent scenery. Volcanoes are unknown, but slight and harmless seismic shocks are occasionally felt. The volcanic chain, which periodically causes havoc in Salvador and Guatemala, breaks off at Honduras, and is marked by volcanic islands in the Gulf of Fonseca on the Pacific coast. The mountains are in places over 10,000 ft. high. The Comayagua plain, 40 miles in length, is of great fertility, and there rises the Ulua River, the chief in the Republic.

The more important rivers flowing towards the Atlantic are the Chameleco, Ulua, Aguan, Sica, Patuca and the Wanks, which forms the boundary with Nicaragua. The Choluteca and Nacaome flow to the Pacific. Lake Yojoa, 25 miles long and six wide, is navigable, and *via* the Blanco River is in communication with the Ulua and thus with Puerto Cortés.

The best time of the year to visit Honduras is between the months of November and April, thus avoiding the rainy season in the interior of the country. The lowest temperature—rarely falling below 60° Fahr.—occurs during those months at the higher altitudes, which include the Capital. On the north and south coasts, the temperature is tropical practically throughout the year, the most trying time being during the rainy season between the months of September and January on the Atlantic Coast, and between June and September on the Pacific.

The census of 1930 shows a **population** of 553,756, and illiterates compose 73 per cent. of the total.

GOVERNMENT.

The Republic declared its independence on September 15, 1821. The **Legislature** consists of a single Chamber, the Congress, composed of 43 Deputies, elected in the ratio of one per 15,000 inhabitants, for four years. Congress assembles annually on January 1,

and the Sessions last for 60 days. The executive Authority rests with a President, elected also for four years, assisted by a Cabinet of six Ministers, representing the Departments of Foreign Affairs, Government and Justice, War and Marine, Finance, Public Works and Agriculture, and Public Instruction.

There is a Supreme Court with five judges chosen directly by popular vote for four years. There are also four Appeal Courts and departmental and local judges.

The National University is at Tegucigalpa, and there is a school of jurisprudence at Comayagua.

The **language** in general use is Spanish. English is freely spoken on the north coast. All correspondence should be in Spanish.

PAST PRESIDENTS (Since 1910).

General Manuel Bonilla	1911
Dr. Francisco Bertrand	1913 and 1916
General Rafael López Gutierrez	1920
General Vicente Tosta	1924
Miguel Paz Barahona	1924
Dr. Vicente Mejia Colindres	1929

PRESIDENT.

Gen. don Tiburcio Carías.

MINISTRY.

Foreign Relations	Dr. Antonio Bermúdez.
Finance	Julio Lozano.
Government, Sanity and Justice	Abraham Williams.
War and Navy	Dr. Juan Manuel Gálvez.
Education	Dr. Jesús María Rodríguez.
Public Works	Dr. Salvador Aguirre.

NATURAL RESOURCES.

(*Note: The figures given here apply to the fiscal year* 1930-31 (31*st July*). *Values are in U.S.A. dollars*).

The principal article of export is the **banana,** in which there is a large export trade with the United States. The tree grows wild at elevations up to 3,000 feet, but cultivation is confined to the north coast and to distances of some 60–70 miles from the sea. Many plantations, attacked by disease, have been replanted with sugar cane. Exports: 1929–30—29,083,665 bunches, valued at $22,981,400; 1930–31—28,960,948 bunches, valued at $17,306,318.

Sugar is grown for local consumption and export and upon an increasing scale. There are large sugar factories at Monte Cristo, near La Ceiba, and La Lima, near San Pedro Sula. Exports: 1929–30—35,510,475 lb., valued at $555,202; 1930–31, 11,749,951 lb., valued at $186,473.

Coconuts are grown upon the Atlantic seaboard. Exports in 1930–31 were 10,851,785 nuts, valued at $142,926. Annual exports of copra are about 340,000 lb.

Coffee is chiefly planted in the districts of Danli, San Marcos de Colón and Santa Barbara. Great attention is now being paid to the cultivation, and production is increasing. Exports: 1929–30—3,046,010 lb., valued at $402,346; 1930–31, 2,483,236 lb., valued at $267,179.

Timber :—Mahogany and other classes of hardwood form an important item of export. Exports: 1929–30—4,147,739 ft., valued at $103,851; 1930–31, 288,527 ft., valued at $3,666. The exports of cedar wood in 1930–31 were 24,900 ft., valued at $199. Other woods exported in small quantities are fustic and balsa.

The country abounds in vegetable oils, the chief being corozo-nut. Sarsaparilla, hides, and rubber are all produced. Cotton has been successfully grown upon an experimental scale at Choloma. Tobacco is produced for local consumption and export in the province of Copán and on the plateau of Siguatepeque.

Cattle raising is practised in the Olancho and Yoro districts. The country has carried 400,000 to 500,000 head of horned cattle. Cattle owners are increasing their stock and improving the breeds.

The only mining concern is the New York and Honduras Rosario Mining Company, Inc., which has been producing gold and silver for many years. The mine is at San Juancito, near Tegucigalpa. Gold washing is carried on in the rivers Panal, Rosario, Almendares, and España, notably in the department of Olancho. The output of gold in 1930–31 was 912 ounces.

Silver is the chief mineral. In 1930–31 silver valued at $1,235,594 was exported. Rich copper and magnetic iron ores occur in Yoro near Olanchito; coal is got near Tegucigalpa, and lead, zinc, antimony, and cinnabar are worked upon a small scale.

Manufactures :—The growing commercial and agricultural activities have created a demand for many articles which can be produced locally. The most important industries are the manufacture of boots and shoes, cigars and cigarettes, beer, soap and candles, hats, etc.

FOREIGN TRADE.

	Exports. Lempira.	Imports. Lempira.
Financial year ending July 31, 1932	36,163,000	16,736,000
,, ,, ,, ,, ,, 1931	40,055,000	20,583,000

PUBLIC DEBT.

External Debt :—£3,509,550, and $1,500,000 U.S. currency.
Internal Debt at July 31, 1931 :—Pesos 15,501,222.

INTERNAL TRANSPORT.

Railways :—There are 1,853 kilometres in operation, 1,758 of which are owned by fruit companies on the north coast. These serve the banana and sugar lands, but passenger services are also run. The remaining 95 kilometres of line runs from Puerto Cortés inland to Potrerillos, and forms part of an uncompleted interoceanic railway. It was ceded to a fruit company in 1920.

The **road** surfaces, generally unsatisfactory, are being improved. There is only one good motor road in the Republic. It runs from Puerto Cortés and Potrerillos to Lake Yojoa, then southward through Siguatepeque, Comayagua, Tegucigalpa, and to San Lorenzo, on the Gulf of Fonseca. There is an automobile highway from Tegucigalpa to Talanga. Practically all other roads in the country are either merely mule trails, or dirt roads, passable only in the dry season.

The following roads are under construction :—

The Interoceanic Highway, in construction, follows the above route from San Lorenzo as far as Comayagua, where it branches off to Taulabe, Santa Barbara, San Pedro Sula, and Puerto Cortés, on the Atlantic Ocean.

The International Highroad.—This road starts at Ocotepeque, a Province of Honduras situated on the frontier between the Republics of El Salvador and Guatemala, and passes through the cities of Santa Rosa de Copan, Gracias, La Esperanza, Siguatepeque, Comayagua, Tegucigalpa, and Danli and ends at the Nicaraguan frontier. (385 miles).

Air Services are well organised in Honduras. There are altogether 24 air ports in the larger and smaller towns. It is possible by chartering a 'plane to reach almost any part of the Republic from the capital.

There is an important air-port at Amapala, on Tigre Island, and a twice-weekly service is flown to the capital. The time taken is 35 minutes, and the fares are low. It is possible to charter a special 'plane there at any time. There is a bi-weekly service from the capital to Managua (Nicaragua), and another to San Lorenzo, connecting with the Pan-American service. The two companies operating these services are the " Transportes Centro-Americano " and the " Empresa Leon." Special 'planes can be chartered for a trip to any of the Central American capitals.

There is an efficient local air-mail service.

CURRENCY, WEIGHTS AND MEASURES.

A decree dated March 9, 1931, ordained the Lempira as the monetary unit. Its value is fixed at 50 cents, United States currency. Each lempira is divided into 100 centavos. The currency consists of pieces of 20 and 10 lempiras, gold ; 100, 50, and 20 centavos, silver ; 5 centavos, nickel ; and 2 centavos, copper.

The **metric** system is the legal standard, but yards and pounds are still the standard among the people, and merchants still sell by the vara. Import duties are levied on the half kilogramme.

POSTS AND TELEGRAPHS.

Mails for the capital are brought from Puerto Cortés daily by motor lorries. Mails from the south leave Tegucigalpa three times a week, reaching Amapala in a few hours. Letters for England are 5d. first ounce, and 2d. thereafter. To the United States the charge is 1½d. per ounce.

Letter post from London to Tegucigalpa, *via* New York and New Orleans, takes 25 to 30 days ; newspaper and parcel post, *via* France and the Panamá Canal, takes up to two months to the capital. Parcels from the United States for Tegucigalpa arrive *via* Puerto Cortés. Postage 2½d. for the first ounce, 1½d. for each ounce after. Air mail to U.S. ; fees *via* Pan-American Airways, 20 cents U.S. for 15 grams, in addition to ordinary postage of 30 cents U.S. for 15 grams. Internal air mail fee, 7½ cents gold per 15 grams extra.

Telegrams are 7½ cents gold for five words, address and signature free, for any part of the Republic, or of Central America. **Telephones** are installed in most of the main towns. There is telephonic communication with the Republic of El Salvador at certain hours of the day.

The Tropical Radio Company (a subsidiary of the United Fruit Co.) maintain a powerful radio station at Tegucigalpa in communication with New Orleans. There are wireless stations also at Puerto Cortés, Tela, La Ceiba, and Puerto Castilla.

THE PRESS.

The principal **newspapers** published at Tegucigalpa are: "El Cronista" and "El Ciudano." There are two good dailies at San Pedro Sula, "El Norte" and the "Diario Comercial."

PUBLIC HOLIDAYS.

Most of the feast days of the Roman Catholic religion are observed, also :—

January 1 : New Year's Day.
January 19 : National Holiday.
February 1 : Inauguration Day.
July 14 : Fall of the Bastille.
September 15 : Independence Day.
October 3 : Francisco de Morazan.
October 12 : Discovery of America.

BRITISH LEGATION AND CONSULATES IN HONDURAS.

The letter (M) denotes that the Consular Officer holds a Marriage Warrant. Members of the Diplomatic Service do not require Warrants.

RESIDENCE.	RANK.	NAME.	CONSULAR DISTRICT.
(*See* GUATEMALA).	Envoy Extraordinary, Minister Plenipotentiary, and Consul-General.	J. H. Stopford Birch	
Tegucigalpa ..	(M) Consul	W. H. Galienne, C.B.E. ..	Republic of Honduras.
Amapala ..	Vice-Consul ..	R. Lavergne ..	—
La Ceiba ..	Vice-Consul ..	M. Graham ..	—
Trujillo	Consul	Albury H. Tatum ..	Trujillo and the Bay Islands.

CONSULATES IN GREAT BRITAIN.

RESIDENCE.	RANK.	NAME.
London .. .. .. (15 Union Court, Old Broad Street, E.C.2).	Consul-General ..	B. Basilio de Telepnéf.
Birmingham	Consul	Philip Cohen.
Cardiff	Consul	Alfred John Bovey.
Grimsby	Consul	Jack Sutcliffe.
Liverpool	Consul-General ..	Antonio Lardizabal.
Manchester		
Newcastle-on-Tyne	Consul	William Dodds.
Glasgow	Consul	Norman Kennedy.

Information for Travellers.

Passengers booked to Honduras require a certificate to show that they have been vaccinated within the last three years, and, in addition, a certificate of general good health. The certificates do not require to be *visé* by a Consul officer.

HOTELS :—There are no good hotels in Honduras. Terms run from $2–3 per day with meals. Little entertaining can be done. There are no good restaurants. There are small clubs in most towns, but no meals are served.

CLOTHING :—Clothing suitable for tropical countries can be worn throughout the year, but at high altitudes warmer clothing is required for evening wear.

Guidance for Commercial Travellers.

Commercial travellers are not required to take out licences. No tax is imposed by the Government, but most municipalities impose one. The municipal tax in the city of Tegucigalpa is 10 dollars U.S., valid for six months. The tax in some of the north coast towns is as much as 50 pesos. The tax is on the traveller, so that the same tax is paid when representing one or several firms. The tax can be imposed for each visit.

Samples without value exceeding 25 lb. in weight, are subject to duty of one centavo per ½ kilo (gross weight). Samples, if saleable, are dutiable at full tariff rates, but duties are refunded on leaving the country and on presentation of documents proving admission.

A HONDURANEAN CALENDAR.

1498. Americo Vespucci explores the Honduranean coast.
1502. Columbus lands at Cape Honduras and annexes the country.
1524. Cristóbal de Olid, sent by Cortés to exploit the colony, establishes himself as an independent ruler.
1525. Cortés reaches Honduras and displaces Cristóbal de Olid.
1539. Honduras included in the Captaincy-General of Guatemala.
1821. Honduras declares its independence. Joins the Central American Federation.
1839. Dissolution of the Central American Federation.
1859. Great Britain cedes the Bay Islands to Honduras.
1871. War with Guatemala.
1894. War with Nicaragua.
1897. Joins the "Greater Republic" of Central America.
1907. Honduras and Salvador at war with Nicaragua.
1919. Joins the League of Nations.
1921. Central American Federation Treaty signed.
1924. Dictatorship declared. Civil war.
1926. Ratification of scheme of Foreign Debt liquidation
1927. Suicide of Diaz, revolutionary leader.
1931. Revolt under General Ferrera.

MEXICO

(NORTH AMERICA)

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For a complete List of the Local and Other Business Announcements appearing in this volume, see the "Index to Advertisers."

Mexico City, capital and commercial centre of the Republic, has a population of 1,000,000, including a large proportion of foreigners. The city is 7,400 ft. above the sea. It is laid out prettily with trees and flowers, and has fine modern buildings. The climate is mild and exhilarating except for a few days in mid-winter. Between November and March the tourist season is at its height, but the summer months are regarded as best by residents. The range of temperature is 35-75° F. with 65° as a mean; the nights are always cool.

The city is the oldest in North America. It is built upon the remains of the Aztec capital Tenochtitlan, and covers 15 square miles. The streets running east and west are called "Avenidas,"

and those north and south "Calles." The architecture ranges from the Spanish-Moorish to the most modern style.

The city is reached by five principal gateways upon the U.S. frontier; respectively Brownsville-Matamoros, Laredo, Eagle Pass, Nogales, and El Paso. Of these five the Laredo route (29 hours) is the most recommended. On this route a daily through Pullman sleeper is operated from St. Louis to Mexico City (61 hours). The through journey from New York to Mexico City can be made in 3½ days. Through Pullman sleeping cars are also operated daily between Mexico City and Los Angeles *via* El Paso and also twice weekly *via* Guadalajara and Nogales, the journey time being 70 hours *via* El Paso and 87 hours by the latter route. Standard Pullman sleeping cars and through bookings by the National Railways of Mexico are available upon all of them.

The capital can be approached most conveniently by the short rail route of the standard gauge Mexican Railway from Vera Cruz. Up-to-date trains of saloon-observation cars are run by day, and sleeping cars by night. The Mountain Section, of magnificent scenery, is operated by electricity to the plateau, 8,000 feet up. The Interoceanic Railway also connects Vera Cruz with Mexico City. This is a narrow gauge line operating daily trains.

Two other routes from the coast are available, from Tampico (29 hours) (600 miles) on the Gulf Coast, and from Manzanillo upon the Pacific (381 miles). Roads are being built to Laredo (open to Santa Ana (205 miles), and to Guadalajara.

Air Services: See under Air Section.

Hotels:—Ritz (very superior), Regis (500 rooms), Geneve (American-owned, family, 250 rooms, thoroughly modern), Imperial (renovated), Guardiola (good location), Princess (high-class, moderate charges). Accommodation in best hotels from $2.50 U.S.Cy.

Restaurants:—Sanborn's "The House of Tiles," Lady Baltimore's, Paulo's, Prendes, Pache, Alte Heidleberg, Bellinghauser, Mitla (Mexican dishes), Sylvains, Liverpool.

Railway Stations:—Colonia (for Laredo, El Paso, Manzanillo, and Tampico); Mexicano (Vera Cruz and Tehuantepec); San Lázaro (Vera Cruz); Peralvillo; San Rafáel and Atlixco.

Conveyances:—Almost any type of car, 1 peso for 30 minutes, 1.50 per hour; slight increase for Sundays and holidays.

Shops of modern metropolitan style sell gems, laces, and fine linen. Mexican blankets are famous as rugs. The antique shops traffic in fans, laces, pottery, chests, and candelabra of the Spanish era. Mexican cigars and cigarettes make a special appeal to smokers.

Addresses:—
British Legation, 4A Calle de Lerma No. 71.
Consulate-General, Ave. Madero No. 2.
U.S. Consulate-General, Plaza de la Reforma 2.
Central British Chamber of Commerce, Plaza del Colegio de Niñas 4.
American Chamber of Commerce, Gante 4.
The British Club, Capuchinas 23.
Church (English speaking), Christ Church Cathedral.
English speaking R.C. Church, Guadalupe, Calle Enrico Martinez.
Y.M.C.A., Calle Balderas y Morelos.
Y.W.C.A., Calle Articulo 123.

Amusements:—The Nacional, a Government theatre, is intended for grand opera; its appointments include a 30-ton glass-fronted fire-curtain, almost unique in the world. Opera is performed at the Arbeu Theatre. The Virginia Fabregas and Esperanza Iris are important dramatic houses. The Politeama, and Lirico are variety houses. Among the many cinemas the Balmori, Olimpia, Palacio, Monumental, and Regis are high class.

The Plaza de Toros (bull-ring) seats 20,000; the chief fights are held in November to March. Pelota is played three or four times a week in public. Some of the best "Fronton" games in the world are played in the new, splendid "Fronton Building." There are numerous excellent tennis clubs throughout the city. Good golf is obtainable at the Mexico County Club and the Chapultepec Heights Country Club. Association football and baseball are popular.

Excursions in and around the city may easily occupy ten days. The plazas and avenidas command first attention. The Alameda and Chapultepec Park are visited by military bands every Sunday. The Paseo de la Reforma, lined with statues and leading towards Chapultepec, is perhaps the most celebrated drive. The cathedral, with a doubtful Murillo, dates from 1573.

The Palacio Nacional, opened to accredited visitors upon Sundays, is the seat of Government, and contains the office of the President. The Palacio Municipal, founded 1532, occupies the site of an ancient Aztec residence. The Flower Market is near the Alameda. The Monte de Piedad, the national pawnshop; the Museo Nacional with archæological, natural history, anthropological, and Mexican historical sections call for notice. Here is shown the rifle with which the Emperor Maxmilian was shot at dawn at Quarétaro in 1867. The Academia Nacional de San Carlos, or National Gallery, and known also by other names, houses paintings by European and Mexican masters. There are fifty or more churches. The Chapultepec Castle, the city residence of the President, may be visited between October and April by permits which need to be applied for well in advance. The Commercial Museum of Mexico is well worth a visit.

Environs:—

COYOACAN, the oldest, contains the old Cortês Palace, the first seat of the Spanish Government, and now a municipal building.

GUADALUPE HIDALGO, 2½ miles north-east, contains a large church with a miraculous portrait of the Virgin, the most popular shrine in the Republic, visited by enormous numbers of Indians. The silver railing is estimated at 27 tons weight.

LA VIGA may be visited by car to Embarcadero, where canoes are taken for the floating gardens at Santa Anita and Ixtacalco. The canal extends five miles to Mexicalcingo and to the foot of Cerro de la Estrella (1 mile) and Lake Xochimilco (1 mile).

MIXCOAC, nine miles south-west, with large nursery gardens.

SAN ANGEL, nine miles south-west of Plaza, a fruit growing centre, on the southern slope of the mountains, accessible by tramway.

TACUBAYA, seven miles south-west, is one of the most populous and fashionable suburbs, with large country houses and the National Astronomical Observatory. At Tacubaya, under the centuries old *ahuehuete* tree, sat Cortès, lamenting the loss of his warriors.

TLALPAN, eleven miles south of Plaza, the farthest out and most picturesque of all, with a modern municipal palace and various factories.

THE PYRAMIDS.

TEOTIHUACAN, 24 miles by motor-car via Guadalupe and the former Lake Texcoco; or by Mexican Railway to San Juan station (2 miles distant).

The name signifies "Abode of the Gods," and the remains of the ancient city are traceable over an area of 2 by 4 miles. The Pyramids form the largest artificial mounds upon the American Continent. The Pyramid of the Sun (216 ft. high) approaches Egyptian dimensions. The sides are terraced, and wide stairs lead to the summit. The Pyramid of the Moon has a height of 140 ft. There are Temples of agriculture, of Tlaloc (the Rain God), and of Quetzalcoatl (Lord of the Air and the Wind) and a broad way, the Highway of the Dead. There are subterranean buildings with large halls and coloured decorations, as well as certain superposed buildings of a later period.

Tampico, a main port for most classes of cargo, has become the chief commercial centre in Northern Mexico, largely by dint of the development of the oilfields. The port is seven miles up the River Pánuco, and oil tanks and refineries extend for miles along the southern bank. It has 76,000 population, and is much Americanized. Its situation is beautiful. The summer heat is tempered by sea breezes, and the winter minimum of 45° F. makes the town a favoured winter resort. June and July are the most trying months.

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A BUSINESS NEWSPAPER

READ BY THE LEADERS OF BRAZILIAN BUSINESS.

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The Carpintero Lagoon is flanked by villa residences. The Playa de Miramar, a bathing resort, is a tram ride from the city. La Barra is a seaside holiday place near the entrance to the Pánuco River. There is good wildfowl shooting on the Chairel Lagoon, with its wooded islands. The tarpon fishing is famous. The town was partly destroyed by hurricane in 1933.

Hotels :—Imperial, Riveria, Nuevo Palacio.
Church (English speaking) :—Christ Church.
Rail :—To Mexico City (600 miles), Laredo, and U.S.A.
Air Services :—See under Air Section.

Vera Cruz, one of the chief ports, and 264 miles from Mexico City, is on a low alluvial plain bordering the Gulf Coast. It has a splendid harbour built by the English firm of Pearson, who also effected the sanitation, paving and water supply of the city. The town retains many picturesque white-walled buildings, and remains pleasing and healthy despite a warm and moist climate. It has a large trade with the interior, and has numerous wholesale houses of importance. Population, 60,000. The road to Mexico City is open.

Hotels :—Imperial, Diligencias.
Rail :—To Mexico City by Mexican Railway (12 hours, day or night, preferably in observation car), or by Interoceanic Railway (13 hours). To Salina Cruz and Puerto Mexico. To Alvarado and forward by steamers on the Papaloápam River.
Air Services :—See under Air Section.

OTHER TOWNS.

Acapulco, on the Pacific and 320 nautical miles from Manzanillo, has a population of 6,000. It is a place of call for steamers of the Panamá Mail Steamship Company and of the Cía Naviera Mexicana. It is connected by a new motor road *via* Chilpancingo, Iguala, Taxco and Cuernavaca with Mexico City (280 miles, or 10 hours by car). Vessels anchor offshore. It is increasingly popular as a holiday resort, but the climate is hot in summer.

The main products are cotton, coffee, sugar, hides, skins, copra, nuts, sesame seed and oil of limes. There are local industries distilling oil of limes, and manufacture of muslin, soap, etc.

Hotels :—Jardin, Miramar, Acapulco.
Air Service :—From Mexico City, 2 hours.

Aguascalientes, capital of the State of this name, 364 miles north-west of Mexico City, has a population of 54,000 and stands at an altitude of 6,280 ft. among volcanic hills on the left bank of the Aguascalientes River. There are hot springs in the vicinity. The climate is very mild and the death-rate low. Wool and cotton mills, tobacco factories, potteries, brewing and distilling, are local industries. Horsehair hats and drawn linen are sold to tourists. The plazas are luxuriant in vegetation. There is an interesting series of catacombs excavated by some forgotten tribe. Local fruits are delicious.

Hotels :—Bellini, Francia, Paris.
Rail :—National Railways, four hours to Mexico City ; 19 hours to Tampico, via San Luis Potosí.

Amecameca, at the base of Popocatepetl, is visited in large numbers by pilgrims to the tomb of Fray Marten de Valencia and

an image of Santo Entierro. It is 36 miles by rail from Mexico, and makes a good base for climbing the mountain.

Hotel :—San Raphael.

Campeche, beautifully situated on the western coast of Yucatan in south-eastern Mexico, has a population of 18,000. It is 820 miles from Mexico City and 576 from Vera Cruz. Chicle, sisal, hides, and produce are its chief exports. Tortoiseshell combs and Panamá hats are local products admired by visitors. New York steamers call. Steamships anchor in the bay. A concession has been granted for a railway to Santa Lucretia (528 miles) in the southern part of Vera Cruz State.

There are beautiful and wonderful caves at Bolonchenticul, 40 miles eastward.

Hotels :—Cuahtemoc, Pasaje, Salazar.

Steamers :—To Vera Cruz, *via* Merida and Progresso; from New York, by Ward Line, *via* Progresso and Mérida; freight from New Orleans, Munson Line.

Railway :—To Mérida, by United Railways of Yucatan.

Air Services :—See under Air Section.

Cananea, in the State of Sonora, can be reached by road or train either from Naco, Arizona, 40 miles, or Nogales, Arizona, 88 miles. Population, 12,000; altitude, 5,150 ft. Cananea is an important cattle and mining centre. One of the largest copper companies in the world, the Cananea Consolidated Copper Co., operates here. Silver, lead and zinc are also mined. Good roads radiate out to the mines.

Hotels :—Plaza, Alexandria, Sonora.

Celaya, in the State of Guanajuato, at the junction of the National Railways and Mexican Central, is an important distributing point for the whole State. It is 180 miles from Mexico City, and about 70 from Guanajuato. Standing at an altitude of 5,750 ft., it enjoys a temperate climate. The agricultural products are potatoes, beans, and cereals, and there is considerable cattle raising. There are textile mills in the town. Population, 25,000.

Hotels :—Gomez, Central, Guadalupe.

Chihuahua, capital of Chihuahua State, is 1,000 miles from Mexico City. It is the most important of northern Mexican towns, and the centre of a rich silver mining district. It stands 4,600 ft. above sea-level, and its population of 40,000 includes a strong proportion of English-speaking people. The climate is a delightful one. The summer temperature (May to July) is about 94; the rains last from the end of June to October. Dogs of the famous Chihuahua breed are obtainable. The cathedral, begun in 1717, and the tower in which Hidalgo awaited his execution, are interesting

The famous Santa Eulalia mining camp is 17 miles away, and five miles from the town is one of the largest modern smelting plants in the world. Electric power is furnished by a large Canadian-owned station on the Conchos River. A road to Ciudad Juarez is proposed.

Lead, zinc, silver and gold are mined in the district and smelted locally. The agricultural products are cattle and cereals, and there are some logging camps.

Hotels :—Palacio, Azteca, Vidal, Francia.

Rail :—To Ciudad Juarez (El Paso) and Mexico City (National Railways); the Kansas City, Mexico and Orient Railway connects with the Chihuahua and Pacific Railway. A new bridge at Opinaja over the Rio Grande makes possible a through service on Santa Fé lines to Chihuahua.

Air Services :—See under Air Section.

Ciudad Juarez, the frontier post on the border of New Mexico, opposite El Paso, is 1,221 miles from Mexico City, which is reached in 48 hours by Pullman car. Baggage is inspected at this point. The town is 3,100 ft. above sea-level. A road is being built to Chihuahua. This will be extended later to Guadalajara, where it will connect with a highway to be constructed to Mexico City. Population, 36,550.

Hotel :—Rio Bravo. Travellers usually stop at El Peso, Tex.

Railways :—Daily passenger Pullman trains to Mexico City *via* Chihuahua and Torreón on Mexican National Railways; two or three trains a week on Mexico North-western Railway to Madera and Chihuahua. Connections at Ciudad Juarez for all parts of the United States.

Air Services :—See Air Section.

Colima, capital of its State, is in the valley of the Colima River. Its altitude is 1,600 ft., and its population 30,000. Fine views are seen of the Colima volcano (12,278 ft.) and El Nevado mountain (14,370 ft.); ascents are made from Zapotlán. The main industries are cattle raising and agriculture.

Hotels :—Carabanchel, Occidental, Hidalgo, Victoria.

Rail :—To Manzanillo, 59 miles; Guadalajara, 160 miles; to Mexico City, 540 miles, by National Railways.

Cordoba, in the State of Vera Cruz, is a growing town of about 17,000 population. It is 65 miles from the port of Vera Cruz by rail, and 15 miles from Orizaba. Altitude, 2,700 ft. The climate is hot and humid, and rain falls for nine months of the year. Coffee is the main product, followed by sugar, tobacco, and rice.

Hotels :—Cevallos, Pasaje, Jardín.

Cuautla, 85 miles from the capital, and 4,350 feet above sea-level, is a spa and sanatorium noted for its sulphur springs and mild climate.

Hotel :—San Diego.

Cuernavaca, capital of Morelos State, can be reached from Mexico City in two hours by motor or train. The place is much used for week-end holidays by residents of the capital. The name suggests the horn-shape of the ridge upon which it stands. The town is a health resort of 13,000 population. It is at 4,500 ft. altitude, sheltered to the north. The climate and scenery are among the best in the country. The cathedral market and Cortés Palace, the market and Borda Garden are sights in the town. The Cacahuamilpa Caverns are possibly the largest caves in North America, and can be reached by motor; the Xochicalco ruins are passed en route. Motor roads to Acapulco and Mexico City (76 miles).

Hotels :—Madrid, Bella Vista, Montezuma, Morelos.

Durango, capital of Durango State, 6,000 ft. above the sea, with 40,000 population, enjoys a remarkably healthy climate. Duck shooting is good, and grizzly bears, deer, wolves, and other game are to be found in the neighbouring hills. There is a cathedral and

a famous iron-water spring. Road open to Pachuca.

The town is the natural centre of a district devoted to lumbering, agriculture, and mining.

Hotels :—Paris y San Carlos, Roma, Modelo, Duran, Durango.

Rail :—To Torreon, 160 miles, or Canitas for main line connections to Mexico City, 670 miles, Ciudad Juárez, 670 miles, Nuevo Laredo, 560 miles, etc.

Air Services :—See under Air Section.

Guadalajara, capital of the State of Jalisco ; altitude, 5,200 ft. ; 381 miles from Mexico City, or 223 from Manzanillo. Population, 153,000. One of the finest and cleanest of Mexican towns, it resembles the towns of southern Spain, and ranks next in importance to the capital. The chief shops are in or near the Plaza Mayor and the Calle de San Francisco. The Plaza Mayor, sometimes called de la Constitución or de Armas, is flanked by the Government palace and the cathedral. There are American, French, German and Spanish clubs ; a Country Club with golf and other games, and the Casino de Jalisco. The city is a rich agricultural and manufacturing centre : the chief industries are breweries, textile and flour mills, foundries, and hosiery works. The local pottery is famous. Work has been started on the highways to Mexico City and Lagos. Severe earthquake in 1932.

Hotels :—Cosmopolita, Imperial, Fenix, Francés, Roma.

Rail : National Railways to Manzanillo, 220 miles, and Mexico City, 380 miles. Through Pullman car daily from Los Angeles, *via* Nogales.

Excursion :—Lake Chapala, the largest lake in Mexico, is 60 miles long and 15 to 20 miles wide. The principal village is Chapala, where there are thermal springs, and a good hotel. Ribera on the lake shore, reached via Ocotlán, and 3 miles distant, has an hotel. These resorts are convenient to Guadalajara, and are accessible by motor-car and train. A trip around Lake Chapala makes a charming excursion. There is water-fowl shooting during the autumn and winter, and sailing and bathing all the year.

Five miles out stands a great canyon, the Barranca de Oblatos, 2,000 ft. deep, with a river and tropical trees at its foot. The scenery ranks with the finest in the country.

Guanajuato, capital of its State, has been an important source of silver since the mid-sixteenth century and the centre of a large population for more than 100 years. The city stands 6,550 feet above sea-level in a narrow gorge among wild and striking scenery. An old fortress (the Alhóndiga), the Legislative Palace (modern), the churches and mines are of interest. Population, 30,000.

Besides silver, there are also gold, tin, iron, lead, copper, and sulphur mines.

Hotels :—Luna, Palacio, Union, Victoria.

Rail :—To Mexico City, 250 miles, by Mexican Central Railway ; to Irapuato, 35 miles, by branch line.

Guaymas, a port of the Gulf of California, is in regular touch with the other Pacific ports of Mexico by means of Mexican coasting steamers. It has 10,000 inhabitants, including a number of Chinese. The climate is unpleasant in summer. Sea fishing is good, and there is duck shooting. The road to Hermosillo and Nogales is possible for motor-cars in the dry season.

Hotels :—Albin, Almada.

Rail :—Southern Pacific system northwards to Hermosillo, 90 miles, and Nogales, 269 miles ; southwards to Mazatlan and Guadalajara, thence by National Railways of Mexico (Pullman cars) to Mexico City, 1,250 miles.

Hermosillo, capital of the State of Sonora, has 25,000 inhabitants. The winter climate is celebrated, as are the orange groves, tended principally by Chinese. The cathedral and State and Federal Palaces are the chief buildings. There is a daylight motor-bus service to Guaymas. It is easily reached by rail from either Guaymas, 90 miles, or Nogales, 170 miles.

Hermosillo is an important agricultural and mining centre. There are gold, copper and silver mines in the vicinity. Cotton, citrus fruits, beans and cereals are grown.

Hotels :—Cohen, Ramos, Moderno.

Rail :—Southern Pacific line to Guadalajara and the National Railways system.

Jalapa, 250 miles from the capital, on the railway to Vera Cruz (82 miles distant), is a useful stopping-place. The town is high enough above sea-level (4,500 ft.) to combine a pleasant climate with a luxuriance of tropical vegetation. The drug jalap was at one time a more considerable product of the locality than it is to-day. Coffee is the main product, but sugar, tobacco, citrus fruits, bananas, and pineapples are also grown. There are cotton factories, and cigar and cigarette factories. Population, 30,000. Roads open to Vera Cruz and Mexico City.

Hotels :—Gran Hotel, Juarez, Mexico.

León, in the State of Guanajuato, 259 miles from Mexico City, situated in a fertile valley of the Gomez River, has a population of 53,639. There are many shaded plazas and gardens, and the streets are well kept. The chief streets are Real, de Guanajuato, los Pachecos, and de la Condeza, with the business centre in the Plaza de la Constitución. There is a striking municipal palace, a cathedral with two towers and a dome, a theatre, and a hospital. The chief manufactures are leather goods, spurs, hats, shawls, and pottery, and there are cotton and wool mills. León is the centre of a rich agricultural area. Road being built to Lagos. Altitude, 5,850 ft.

Hotels :—Mexico, Valasco, Colon, Francia.

Rail :—Mexican Central Railway to Mexico City and Guanajuato, 34 miles.

Manzanillo, one of the oldest towns along the Pacific shore, has a magnificent harbour. The port serves the Guadalajara and Jalisco districts, and is visited by Mexican and American lines trading between San Francisco, Central America, and Panamá. The N.Y.K. Line has a monthly passenger and cargo service south to Valparaiso and north to San Francisco. Landing is by lighter. The main exports are coffee and hides. The climate is tropical. Population, 7,000.

Hotels :—Manzanillo, Reforma. Accommodation poor.

Rail :—To Colima, 60 miles, Guadalajara, 220 miles, thence to Mexico City, 600 miles.

Matamoros is on the Rio Grande, 25 miles from its mouth in the Gulf of Mexico, and opposite the town of Brownsville, Texas. It is 205 miles by National Railways of Mexico from Monterrey, but is approached from the United States from either San Antonio or Houston. The climate is very hot during the dry season. The main products are cattle, hides, cotton, maize and beans. Population, 9,850. It serves as a distributing point for a number of

smaller towns in the area.

Hotels :—Matamoros, Moctezuma, Iturbide.
Air Services :—See under Air Section.

Matehuala is a mining centre of some importance, in the State of San Luis Potosi. Rail to Azul and Janegas.

Mazatlan :—Largest seaport in Mexico on the Pacific Coast ; one of the first ports of the Republic ; at the foot of the lofty Sierra Madre ; sub-tropical scenery ; an especially progressive and cosmopolitan city, environed by fine groves of coconut. The picturesque islands in the blue waters of the bay are popular resorts for rest or pleasure. The drainage, water, and lighting are modern, and the sanitation is good ; the streets are asphalted. There are hotels and theatres and three daily newspapers. The town is the chief industrial and commercial centre in Western Mexico. Population, 25,000. It is gaining ground as a winter resort, with its two bathing beaches, good boating, fishing, and hunting. The district roads are good for motoring in the dry season (October to June). The local carnival, the most celebrated in Mexico, attracts large numbers of merry-makers.

The harbour is in course of improvement, and used by three lines of passenger steamers plying between San Francisco and the Panamá Canal, whilst the Panamá Mail Steamship Company has made Mazatlan a special port of call for their larger vessels engaged in the Scenic Tour between New York and San Francisco ; these vessels, both north and south bound, touch at Mazatlan every two weeks. The Southern Pacific Railroad provides through connection between California, U.S.A., and Mexico City, *via* Nogales, Mazatlan, and Guadalajara, and an excellent service of express trains is maintained.

Precious metals, hides, tobacco, chick peas, ixtle and bananas are the principal articles of export ; whilst imports, principally from the U.S.A., include provisions, machinery, agricultural implements, automobiles, hardware, and crockery, dry goods, lumber, chemicals and liquors.

Hotels :—Belmar, overlooking the ocean, 80 rooms, dancing and music ; San José, family and commercial ; Central.
Air Services :—See under Air Section.

(For announcements of local hotels and business houses see later sections of this book, "LOCAL CLASSIFIED ADVERTISEMENTS.")

Mérida, capital of the State of Yucatan, 770 miles east of Mexico City, is served by the port of Progreso. It stands in a very flat agricultural country, almost entirely devoted to henequen. Population, 79,000. Massively built after the Spanish fashion, the town is healthy, clean, and well-paved. Calle 65 is the chief street for shops. Among the buildings are a beautiful cathedral, bishop's palace, Government palace, model penitentiary, a large hospital, and theatre. Besides the henequen or sisal industry, there are soap, chocolate and hemp factories. The main exports are sisal, chicle, hides, and agricultural produce. Bus services to Progreso.

Hotels :—Gran, Colón, Imperial.
Rail :—United Railways of Yucatan to Progreso, 24 miles. Daily trains to Campeche, 5 hours.

Air Services :—See under Air Section.

Minatitlan, 19 miles *via* Carmen from Puerto Mexico, with a population of 6,500, has one of the largest petroleum refineries in the country. It is reached by train from Puerto Mexico *via* Carmen, and is also served by train to Vera Cruz and Mexico City. The main products are coffee, timber, cereals, sugar and rice.

Hotels :—Hidalgo, Fernandez.
Air Services :—See under Air Section.

Monclova, in the State of Coahuila, is on the National Railways, 150 miles south of Piedra Negras, 130 miles from Torreon, and 120 miles from Saltillo. There are large copper, zinc, silver and lead mines in the area, and in the town are the shops of the National Railways of Mexico. The town is the centre of a rich agricultural and cattle raising country. Altitude, 2,000 ft. Climate, cool. Population, 9,000. A railway is in course of construction to Chihuahua.

Hotels :—Internacional, El Progreso.

Monterrey, capital of Nuevo León State, has a population of 85,000, and lies in a fertile valley of the Santa Catarina River. One of the most important and progressive towns in North Mexico, it dates from the earliest Spanish times. The railway lines from Matamoros, Laredo, and Eagle Pass converge at this point and depart for Mexico City and Tampico. The motor road from Laredo (Texas) is now open. It is being extended to Mexico City. The opening of this road has brought an influx of visitors from the States. Other roads lead to Matamoros and Torreon, *via* Saltilla, but are only passable in the dry season. There are bus services to Linares, Saltillo, Montemorelos, and other towns in the agricultural hinterland.

The majority of the buildings are massively built. It is the seat of a bishop. The Government palace stands in Plaza Cinco de Mayo and the cathedral in the Plaza de Zaragoza. The town has iron and steel works, a brewery, flour and cotton mills, soap and tobacco factories, mineral-water works, an electric-bulb factory, and cement works. An important glass factory has been opened.

The Topo Chico hot springs, a favourite bathing resort, lie four miles north-west of the town, and the suburban town of Bella Vista stands a little farther to the north. The Garcia Caves with their stalactites and underground lake deserve a visit.

Hotels :—Ancira, Conde de Monterrey, Continental, Imperial.
Rail :—National Railways to Tampico, 322 miles and Mexico City, 630 miles; to Matamoros, 200 miles; to Nuevo Laredo, 160 miles; to Torreon.
Air Services :—See under Air Section.

Morelia was selected in 1541 as the site of a city in view of its natural attractions, its background of mountains, and proximity to the Rio Chiquito dry climate. It is the capital of Michoacán, has a population of 38,000, and stands at 6,200 ft. The cathedral was founded in 1640. It is reached from Mexico City, 228 miles, *via* Acambaro, 50 miles, by National Railways. There is a certain amount of mining, but the main products are cattle and agricultural produce.

Hotels :—Morelos, Oseguera, Casino.

Nogales, elevation 4,000 ft., with a mild and agreeable climate, is a twin city with a population of 10,000. It is situated astride the frontier line, one half in Mexico and the other half in Arizona. It is here that the Southern Pacific Railroad of the U.S.A. connects with the Southern Pacific Railroad of Mexico. A through Pullman car is operated daily between Los Angeles and Guadalajara, where the S.P.R. of Mexico connects with the National Railroads. The journey from San Francisco to Mexico City is completed in four days and three nights with every modern comfort and convenience. This route is becoming more and more popular with business men and tourists. The return journey to the U.S.A. may be made from Mexico City *via* El Paso or Nuevo Laredo, and round trip tickets at very reduced rates are obtainable. A road is being built to Hermosillo (about 70 miles completed).

It is through Nogales that the important winter vegetable crops of southern Sonora and Sinaloa are exported. Between 8,000 and 9,000 carloards are handled during the winter season. The main industries in the area are mining and cattle ranching.

Hotels: Evans, Bowman, Montezuma, Brickwood (U.S.A.) Central, Abadie (Mexican town).

Nuevo Laredo is on the Rio Grande, opposite Laredo, Texas, and is one of the main ports of entry into Northern Mexico. The climate is healthy, cold by night and hot by day. Population, 16,000. Cattle and cotton are raised in the district, and a few industries, including cotton textile and soap making are carried on in the town. Travellers usually stay at Laredo, Texas, across the river. There are good roads to Monterrey, San Antonio, and Corpus Christi.

Rail:—To Monterrey, 170 miles, by National Railways of Mexico; to Corpus Christi, by Texas-Mexican Railway; to San Antonio, by International Great Northern Railway.

Oaxaca, chief city of Oaxaca, 5,000 ft. above sea-level, has 38,000 inhabitants. Great damage was done by an earthquake in 1931. It is reached from the capital *via* Puebla, 228 miles away, by the Mexican Southern branch of the National Railway. The great Indian Market affords opportunities of seeing people of the Zapotec and Mixtec Indian tribes. The Mitla Ruins are 25 miles south-west, and thus amongst the most accessible of the prehistoric cities of Mexico. A giant cypress tree at Santa Maria del Tule is celebrated as the largest in the country; the trunk is 160 ft. in circumference. Roads are being built to Puebla and to Tehuantepec *via* Tuxtla Gutierrez.

There are numerous silver and gold mines in the vicinity. The near-by area is devoted to cattle raising and agriculture, the main crop being coffee.

Hotels:—Hispano-Americano, Francia.

Orizaba, the favourite residence of the Archduke Maximilian, is placed in surroundings of great beauty 80 miles inland from Vera Cruz on the Mexican Railway. Altitude, 3,900 ft.; population, 40,000. It has many churches, bridges, a splendid Alameda, and contains important railway workshops, textile factories, a paper

mill and a well-known brewery. The products include cotton, coffee, sugar and tobacco. Distance from Mexico City, 180 miles.

Hotel :—Gran Hotel Francia.

Pachuca, one of the oldest silver mining centres, is the capital of Hidalgo State. Population, 55,000; altitude, 8,000 ft. The surrounding hills are honeycombed with old workings, and terraced with the tailings from the mines. The workings date from Aztec times. The present output is said to be the largest of any mining camp in the world.

Three railways and a good motor road lead to Mexico City (60 miles). Interesting buildings of the Colonial period include Las Cajas (1670), now occupied as offices; Las Casas Coloradas (1785), now Courts of Justice; and a former Franciscan convent (1596–1732). The modern buildings include a notable theatre and the Bank of Hidalgo. The mountain scenery within an hour or two's motor ride is impressive. Road open to Durango. An electric railway runs to Real del Monte, 6 miles away, one of the largest mining camps in Mexico.

Hotels :—Grenfell, Los Baños.

Church (English speaking) :—St. George's.

Parral, chief town of the district of Hidalgo, stands 6,200 ft. above sea-level, and has 16,000 population. It has been little modernized despite the near presence of large silver, lead, zinc and gold mines. Parral is 170 miles from Chihuahua and 900 miles from Mexico City. The climate is delightful.

Hotels :—Central, Iberia.

Rail :—Branch line to Jimenez, then National Railways of Mexico to Chihuahua and Mexico City.

Air Services :—See under Air Section.

Patzcuaro, a town of 8,000 inhabitants, with narrow cobbled streets, is mainly interesting because of its nearness to Lake Patzcuaro. The lake, 6,700 ft. above sea-level, is about 30 miles in circumference, with Tarascan native Indian villages upon its shores and islands. Wildfowl and fish are abundant, and are pursued with native help in dug-out canoes.

Hotel :—Mexico.

Piedras Negras, on the Rio Grande opposite Eagle Pass, Texas, is an important port of entry to north-eastern Mexico. It is served by the National Railways of Mexico from Mexico City, 850 miles, and Saltillo, 315 miles. There are important coal mines in the vicinity; silver, zinc and copper are also mined. The surrounding country is mainly devoted to cattle raising, and important cattle and horse markets are held in the town. Altitude, 700 ft. Population, 18,000.

Hotels :—Continental, Internacional, Canales, Central.

Progreso, chief port in Yucatan, 23 miles from Mérida, has about 11 ft. of water at the wharves. The roadstead is visited by New York and New Orleans steamers. Sisal, chicle, and hides are exported. Large vessels anchor off shore. The climate is hot. It is reached from Merida in 1 hour by the United Railways of

Yucatan. There are motor-bus services to Merida. Distances (in sea miles) : to Havana, 440 ; to New Orleans, 550 ; to Vera Cruz, 400.

Hotels :—Progreso, Villa Mar (summer only).

Puebla, " The City of the Angels," one of the oldest and most famous cities, is now accessible by motor road from the capital. It is a well-built, clean, and healthy town, containing interesting specimens of Andalusian architecture ornamented with Moorish tiles. There are over 60 churches and a cathedral, notable for its marqueterie and for pictures ascribed to Murillo and Velazquez. There are important cotton mills in the vicinity. Among other industrial products are Talavera ware, glazed tiles, onyx articles, and palm leaf hats. Population, 100,000. Altitude, 7,150 ft.

Eight miles away, and reached by tramway, is Cholula, with its Pyramid of Quetzalcoatl, used by the Aztecs for their human sacrifices. The twin volcanoes, Popocatepetl and Ixtaccihuatl, are near at hand on the west, with the more distant cone of Citlaltepetl on the east. The road to Mexico City (80 miles) winds among the beautiful pine forests at the foot of the first two volcanoes.

Hotels :—Gran, Pasaje, Jardin, Magloire.

Rail :—To Mexico City : by Mexican Railway (116 miles) ; by Interoceanic (131 miles). To Oaxaca by Mexican Southern (230 miles).

Road : —The road to Mexico City is now open, and considerable headway has been made with the road to Oaxaca.

Puerto Mexico (Coatzacoalcos) is a mile from the mouth of the Coatzacoalcos River, which at this point is 2,000 ft. wide and 50 ft. deep. A complete modern drainage system, the filling in of adjacent swamps, and an efficient sanitary corps have made the port one of the healthiest in the gulf. It is the port of entry for the Isthmus of Tehuantepec and the large territory opened by the railway leading eastward to Guatemala. The river is navigable by ocean-going vessels as far as Minatitlan, 24 miles from the mouth, where stands a great oil refinery owned by an English firm. Population, 12,000. There are occasional services by the Gremio Unido de Aligadores, S.C.L.R., from Vera Cruz.

Hotel :—Colon.

Rail :—Tehuantepec National Railway to Salina Cruz, 190 miles.

Querétaro, 167 miles north of the capital, is of historic interest as the site of a pre-Aztec settlement with many Colonial relics. The national independence was planned in Querétaro, and there the Emperor Maximilian met his death in 1867. The town has famous opal mines. The cathedral is sixteenth century, and the Municipal Palace has romantic associations with a heroine of the War of Independence. There are textile mills, flour mills, and tanneries. Population, 36,000 ; altitude, 5,900 ft.

Hotels :—Internacional, Gran, Hidalgo.

Salina Cruz, the Pacific terminal of the Tehuantepec National Railway, represents a triumph of engineering skill. Two converging breakwaters, with a total length of over a mile, provide a harbour of several hundred acres. It is reported, however, that the harbour has not been dredged for some time and is silted up. Trade has diminished considerably since the opening of the Panamá Canal.

The modern town is laid out on high ground. The population is 6,000. The town is windswept and sandy, and has few attractions to the visitor. Distance to Puerto Mexico by rail, 190 miles.

Hotels :—Salina Cruz, Pedro Guasti.

Saltillo, capital and chief commercial centre of the State of Coahuila, is on a tableland at 5,000 ft. altitude, and noted for the excellence of the local shawls. The population is 60,000. Cattle farming, cotton, and grain growing are carried on, and gold, silver, lead, copper, iron, zinc, and coal mining are carried on in the region. There are a number of textile mills in the vicinity. Roads to Piedras Negras and Monterrey nearly finished.

Hotels :—Coahuila, Saenz, Vega, America.

Rail :—National Railways of Mexico to Laredo, 230 miles; to Eagle Pass; to Tampico and Mexico City, 560 miles. Coahuila and Pacific Railway to Torréon, 210 miles. Coahuila and Zacatecas Railway to Concepción del Oro, 77 miles.

Air Services :—See under Air Section.

San Gerónimo (160 miles from Puerto Mexico) stands at the junction of the Tehuantepec with the Pan-American Railway on a line running through the State of Chiapas to the Guatemalan frontier and to Guatemala City. The construction of the line has opened an immense tract of fertile country.

San Luis Potosí, capital of State of same name, is 327 miles north of Mexico City; altitude, 6,300 ft.; climate, temperate; population, 92,000. It is the centre of a very rich silver-mining district. The chief shops are in Calle Hidalgo; there is a fine cathedral, a theatre, a Government palace, and two markets. Indians sell fruit in the market and main streets. There are several industries associated with mining, besides tanneries, flour and woollen mills, breweries, textile mills, railway shops, etc.

Hotels :—Progreso, Internacional, España, Europa.

Rail :—Railway to Mexico City, 325 miles, and Tampico, 280 miles; Mexican Central to Aguascalientes, 140 miles; Potosi and Rio Verde Railway to Aguacatal.

Air Services :—See under Air Section.

Santa Rosalia, on the eastern coast of Lower California, is reached from either Guaymas or La Paz (Lower California) by coasting vessels. The French-owned Boleo Mining Company operates here, extracting some 9,000 tons of refined copper annually. A gypsum deposit on San Marcos island, near by, is being exploited by an American subsidiary. A road runs southwards through Mulege, Comandu, and La Paz to José and northwards *via* Rosario, Ensenada, and Tijuana to Mexicali. It is in poor condition. Population, 9,000.

Hotel :—Central.

Tapachula, the most important town in Southern Mexico, lies in a rich coffee district in the State of Chiapas, 25 miles from Suchiate, on the Guatemalan border. It is on the railway running north to Tonolá, 140 miles, and San Gerónimo, 262 miles. Guatemala City is 115 miles by rail. Trains leave daily for Suchiate, where the passenger is ferried across the river to Ayutla, proceeding next day to Guatemala City. There is aeroplane connection with Santa Cruz twice weekly.

Coffee is the main product, but sugarcane and tobacco are also grown, and cattle are raised. There are some sugar refineries and saw mills in the town. Population, 12,000.

Hotels :—Central, Pan American, Gran, Cantón.

Air Services :—See under Air Section.

Tehuantepec stands on the river of the same name, 21 miles by rail from Salina Cruz, upon the Pacific side of the narrow isthmus. The Aztec word means "Mountain of the Man Eaters," and was given because the hills behind the town were infested with man eating beasts. The region is celebrated for its hot springs. The town is picturesque.

The population (10,000) consists largely of Indians of the Zapotecan tribe, descendants of the Aztecs, who have retained the language, dress, and customs of their progenitors. The town is the centre of a rich agricultural district producing fruits, sugar, vegetables, and rice.

Hotels :—La Perla, Jardin.

Rail :—Tehuantepe National Railway to Salina Cruz and Puerto Mexico, 180 miles.

Toluca, capital of the State of Mexico and south-west 45 miles from the capital, is reached thence by train or motor-car. It is an agreeable summer resort, and of some commercial importance as a centre of agriculture and stock-farming. Industrial activities include power plants, flour mills and textile mills. The climate is cold in winter but pleasant in summer. Altitude, 8,700 ft. Population, 36,000. There are regular bus services to Mexico City and Tenango.

Hotels :—Gran, San Carlos, Cosmopolitan.

Topolobampo, on the Gulf of California, overlooking a fine bay, is connected by rail with the Southern Pacific system at a point 50 miles north-east. Coastal steamers connect the port with the north and south. There is good fishing and shooting.

Torreon, in Coahuila State, is 700 miles from Mexico City. It has cotton, flour, and other mills, and smelting works. The town is an important railway junction on the lines from Eagle Pass and Monterey-Tampico. The population of 60,000 includes the towns of Gomez Palacio and Ciudad Lerdo. The district is second only to Lower California in its cotton crop. There are considerable mines in the district, and the various industries make it one of the most important commercial centres in northern Mexico. The altitude is 3,700 ft., and the climate is hot and dry.

Hotels :—Salvador, Francia, Iberia.

Rail : -National Railways of Mexico to Mexico City, 700 miles; El Paso, 320 miles; Chihuahua, Monterrey, 240 miles; Saltillo, 190 miles; and Tampico, 550 miles

Air Services :—See under Air Section.

Tuxtla Gutierrez, capital of Chiapas State, is reached from Jalisco, 80 miles, by stage coach. It is 40 miles from San Cristobal, and stands at an altitude of 1,500 ft. Population, 10,000. It is a busy distributing centre for an area producing sisal, tobacco, coffee, and cattle. The climate is hot.

Hotels :—Mexico, Central.

Villahermosa, capital of Tobasco State, on the Grijalva River, is about 70 miles from Alvaro Obregon, whence it is reached by river steamers. There are steamer services from the town to places on the Grijalva, Usumacinta and Palizada rivers. The climate is hot. Population, 11,000. The town is a busy commercial centre for an area producing tobacco, coffee, sugar, cacao, bananas, and rubber.

Hotels :—La Galetea, Juárez, Zaragosa.
Air Services :—See under Air Section.

Zacatécas, 440 miles from Mexico City, at 8,075 ft. altitude, and capital of Zacatécas State, has 20,000 population. The town is built in a gulch, and the hills on each side present a picturesque view. The central part of the town contains many interesting Colonial buildings. The cathedral is one of the most noted in the Republic, and the modern buildings include banks and commercial offices. The climate is cold but generally healthy throughout the year. Mining is carried on extensively by the most modern methods. Four large plants for the treatment of ores, at El Bote, Vetagrande, and Guadalupe, have a capacity of 1,250 tons per day.

Hotels :—Paris, Frances, La Plaza.
Rail :—Mexican Central Railway to Mexico City and Ciudad Juárez.
Air Services :—See under Air Section.

PHYSICAL FEATURES.

Mexico, or " Los Estados Unidos Mexicanos " (United Mexican States), owes its name to the Aztec tribes, the Mexicas who occupied the tableland and whose war-god was Mexictli.

Its area, 760,000 square miles, makes Mexico little less than one-quarter the size of the United States of America, with which it has a land frontier of over 1,500 miles. The southern borders of about 550 miles abut upon Guatemala and British Honduras. There is a coast line of 1,727 miles towards the Mexican Gulf and the Caribbean, and of 4,574 miles towards the Pacific and the Gulf of California.

The centre tableland, flanked by the Eastern and Western Sierras Madre, occupies the greater part of the country. This plateau is an average 6,000 feet above sea-level. The elevation of 3,700 feet at El Paso on the northern frontier increases to over 8,000 feet at Marquez, 76 miles from Mexico City.

The lowland regions between the sierras and coast are sandy along the seashore, with a higher and fertile belt of land rising to 3,000 ft. The Mexican coast has no large islands, but there are several off Lower California and in the Gulf of California.

Mountains and forests occupy about one-third of the total area. The cultivable but unexploited lands are computed at 20 per cent. of the whole and of these one-half require artificial irrigation.

Among the highest peaks are the Nevado de Toluca (14,950 ft.), the Pico de Orizaba (18,250 ft.), and Popocatepetl (17,780 ft.).

Acapulco, the best natural harbour, is without rail connection, but the motor road to Mexico City is now open.

There are no bays of importance along the south-west part of the Gulf of Mexico, and only one natural harbour, that of Carmen. On the east coast of Yucatan are the deep bays of Asunción and Espiritu Santo. The Gulfs of Tehuantepec and of California present two large indentations in the coast-line, the latter penetrating the continent for 740 miles.

There is a great range of **climate.** Although a large portion of the country is in the torrid zone, much of this is temperate, owing to the altitude. From Tampico southwards, at or slightly above sea-level, the climate is generally tropical; north of this point, at about the same elevation, it is semi-tropical, as also southward at elevations of from 1,000 to 6,000 ft. Upon the central plateau the climate is temperate and the air is dry, bracing, and especially good for bronchial, pulmonary, and rheumatic troubles. The plateau has four seasons in the north, and a wet and a dry season south of about 28° N. The rainfall varies from 8 to 40 in.

The **population,** according to the 1930 census, numbered 16,404,030. Approximately 60 per cent. were of mixed race, 30 per cent. of pure native blood, and 10 per cent. of pure white race. The language used is Spanish.

GOVERNMENT.

PAST CHIEFS OF STATE (since 1920).

Adolfo de la Huerta	1920
General Alvaro Obregon	1920
General Plutarco Elias Calles	1924
Emilio Portes Gil (Provisional President)	1928
Pascual Ortiz Rubio (Resigned)	1930

PRESIDENT.

General Abelardo Rodriguez	1932

MINISTRY.

War	General Pablo Quiroga.
National Economy	Primo Villa Michel.
Finance	General P. Elias Calles.
Foreigh Affairs	Dr. S. Manuel Puig Casauranc.
Interior	Lic. Eduardo Vasconcelos.
Agriculture	Fransisco S. Elias.
Communications	General Miguel Acosta.
Education	Lic. Narciso Bassols.

Constitution :—On February 5, 1917, a new Constitution of Mexico was promulgated, superseding that of 1857. Mexico was proclaimed a Federal Republic, the States having the right to manage their local affairs. The powers of the Supreme Government are divided into the legislative branch, the executive, and the judicial. Congress, the legislative branch, consists of a House of Representatives and a Senate. Representatives are elected for a term of two years. There is universal suffrage, and one member for 60,000 inhabitants. The Senate consists of fifty-eight members, two for each State, elected in the same manner as the deputies. The President, holding the executive power,

is elected by direct vote for a four years' term.

The strength of the standing Army has now been fixed at 50,000 men.

Local Administration :—Besides the Federal District, there are twenty-eight States, and two Territories, each a separate entity so far as government and laws are concerned ; inter-State Customs duties are not permitted. States can levy their own taxes, and each State has its governor, legislature, and judicature popularly elected in the same fashion as those of the Federation. The Federal District and Territories have their governors appointed by the President. Laws made by the Federal Government are binding on the various States, which can, however, supplement them with laws of their own.

The Federal District (Distrito Federal), an area of 579 square miles, the most densely populated part of the country, comprises Mexico City, various small towns, and a large number of villages.

Roman Catholicism is the **religion** of the great majority of the people. On June 21, 1929, the conflict between Church and State, which had been going on for nearly three years, was brought to an end.

A MEXICAN CALENDAR.

1503. Montezuma becomes Emperor.
1519-21. Conquest by Spain under Hernando Cortés.
1530. Mendoza, first Viceroy of New Spain.
1822. Agustin Iturbide declares himself Emperor.
1824. Iturbide shot. Federal Constitution promulgated.
1835. Texas declares its independence.
1836. Independence of Mexico recognised by Spain.
1842. First railway constructed.
1845–8. War with United States.
1848. Treaty of Peace signed with United States.
1855. War of the Reform.
1857. New Constitution promulgated.
1859. Religious orders and lay confraternities dissolved.
1863. Archduke Maximilian becomes Emperor.
1867. French troops withdrawn. Successful campaign headed by General Diaz, the Republican Leader. Emperor Maximilian shot. Juaréz re-elected President.
1873. Vera Cruz Railways opened. Protestant Missions established in Mexico.
1884. Completion of Central Railway, connecting Mexico and United States.
1895. Treaty with Guatemala over boundary question.
1897. Boundary dispute with Great Britain settled.
1901. First Pan-American Congress held at Mexico City.
1912. Carranza, leader of the Revolutionaries.
1914. United States troops occupy Vera Cruz.
1917. New Constitution promulgated.
1925. Resumption, after eight years' lapse, of diplomatic relations with Britain.
1926. Ecclesiastical Interdict declared.
1928. Obregon, President-Elect, assassinated.
1929. Settlement between Church and State.
1932. Further difficulties between Church and State.

NATURAL RESOURCES.

The intensive activity displayed by Mexico in the development of its primary industry, agriculture, is encouraging. It is especially manifest in the growing tendency toward increased production of crops for export. During recent years the value of animal and vegetable products exported to foreign markets has been great,

and additional areas are being given over to their production. Features in keeping with agricultural progress are the expansion of the rural school system, the establishment of agricultural schools for technical training, the campaign for better methods of marketing, and the extensive reclamation programme.

Wheat, cotton, garbanzos, sugar, tomatoes, and other vegetables are grown principally on irrigated land. Corn, beans, henequen, and coffee are raised principally on naturally watered land. Over 14,000,000 acres are given over to the raising of the foregoing crops, of which 7,500,000 acres are taken by corn, 2,200,000 acres by beans, and 1,300,000 acres by wheat. The total area under cultivation is 35,000,000 acres, or 7 per cent. It is estimated that Mexico has 50 million acres which could be made productive without irrigation, and possibly a further 90 million acres which would produce under irrigation.

Coffee grows in perfection on the mountain slopes, and fetches a high price, and is highly esteemed by connoisseurs. The Caracolillo variety, grown in the Uruapan district (Michoacán), is regarded as the finest. Coffee can be cultivated in almost any part of Vera Cruz at an altitude not lower than 1,000 ft. and preferably at 2,500 to 4,000 ft. Trees are at their prime from the sixth to the thirteenth year. The exports of coffee were estimated at 700,000 bags in 1931–32, and 455,000 bags in 1930–31.

Tobacco leaf of a quality comparable with Cuban is produced in San Andrés Tuxtla (Vera Cruz) and other good tobaccos in Nayarit, Tabasco, Yucatan, and Oaxaca. A large part is retained for home consumption and for manufacture in the 200 or more cigar and cigarette factories. The estimated annual production of leaf is 12,000 tons from an acreage of 41,200.

Large areas are suitable for **sugar** production, and especially the "tierras calientes" of the Atlantic belt. There is room for development in this industry, which dates back to the earliest years of the Spanish Conquest. The output of refined sugar in 1933 was limited to 205,000 tons, but the actual production was only 180,000 tons. About 80,000 tons were exported in 1933.

Cotton is grown most largely in Lower California and in the States of Coahuila and Durango, where conditions are met comparable with those of Texas. Mexican cotton mills employ up to 200,000 bales per annum for their 839,000 spindles, and the exportable surplus is a fluctuating quantity. The area under cotton in 1932–33 was 170,426 hectares, and the yield was estimated at 48,447 metric tons.

Maize furnishes one of the chief foods of the people. The tortilla, made of this grain, is universally eaten in all the States. Maize is chiefly grown south of latitude 21° N., and Jalisco and Yucatan are the two chief producing States. The crop is planted on 7½ million acres. The yield for 1931 was 2,138,666 tons, with 1,900,000 tons in 1932.

Most of the **wheat** grown in Mexico is soft, and therefore it is necessary to import hard-grade wheat for mixing. The most productive area is that known as the Central Zone, the area surrounding

and to the north of Mexico City (States of Michoacan, Guanajuato, Jalisco, Mexico and Puebla). The next most important zone is in the north (Coahuila, Chihuahua, and Durango). In the North Pacific zone the most important state is that of Sonara. Uncertain rainfall and lack of irrigation make the crop very variable. Due to the replacement of cotton by wheat in certain districts the harvests of late years have produced from 300,000 to 310,000 tons a year. In the year 1931–32 there were 1,103,929 acres under wheat. The yield was 242,853 tons, a reduction of 22 per cent. on the average yield.

A small quantity of oats and rye is grown, chiefly in Mexico and Lower California. Rice is grown in almost all the coastal States and some of the interior, but in quantities (80,000 tons) not sufficient for the needs of the country. Barley is cultivated chiefly in Hidalgo, Mexico, Queretaro, Tlaxcala, and Michoacan. The average production of grain barley is about 70,000 metric tons, but little of it is sufficiently good for malting.

Alfalfa is grown in the Valley of Mexico as green food for dairy cattle and as a hay crop at various points northwards.

Pulse and Vegetables :—Beans are a staple article of food. The crop is cultivated throughout the Republic in every climate, and nearly all of it is consumed in the country. The production in 1932 was 117,149 tons. Chickpeas are grown upon a scale which leaves a large surplus for export. The area under chickpeas in 1932–33 was 70,149 hectares, and the yield was estimated at 43,293 metric tons.

The production of fresh vegetables and tomatoes for home consumption and export to the United States is increasing. Most of the production for export takes place in some 15 river valleys running to the Gulf of California in the States of Sonora, Sinaloa, and Nayarit. The vegetables produced are tomatoes (about 68,000 tons), green peas, green peppers, and string beans, and melons. The shipping season is from November to May. Vegetables are also cultivated for export on a small scale near Manuel, on the east coast. Production and transport of the entire winter vegetable crop on the west coast of Mexico is now under Government control. They are handled by the Wells Fargo Co., of Mexico, and transported by the Southern Pacific Railway.

Potatoes are not generally grown, but the quality is excellent and a sound export trade could be developed. Exports through the Port of Nogales of winter vegetables in the season 1931–32 amounted to 4,465 carloads, against 5,663 carloads during 1930–31.

Fruits :—The temperate districts produce apples, plums and other stoned fruits of good flavour as well as excellent melons. Especially good grapes are produced at Parras (Coahuila). Strawberries are procurable throughout the year. Fruit-growing for export is capable of large development.

Most forms of tropical fruits are indigenous. Navel oranges of high quality grow wild ; so do lemons, mangoes, prickly pears, papayas, guavas, figs, chirimoyas and others. Grape fruit, pine-apples and bananas are cultivated with success and banana-growing is a developing industry near Vera Cruz, in the Gulf coast region

between Tampico and Tuxpan, and in the State of Jalisco, on the west coast (4,205,634 bunches were exported in 1932). Coconuts are found throughout the tropical coastal region wherever local moisture suffices. Date palms flourish in parts of Lower California.

Fibres :—The more sandy and barren districts of the south produce large crops of cordage fibres, and about one-half the world's supply of material for harvester twine is of Mexican origin.

Henequen, or sisal, has long been the principal source of wealth in the Southern States of Yucatan and Campeche, and has been introduced in the region tributary to Victoria, in the State of Tamaulipas. The State of Tampico has now under cultivation 3,000,000 henequen plants. Exports (value) : 1931—10,428,439 pesos ; 1932—14,732,386 pesos.

Ixtle hemp is grown to advantage upon the wastes of the northern coast. The annual production is about 30,000 tons, of which about 840 tons are exported annually from Mazatlan. Zapupe and pita, plants which mature earlier than sisal, are worked especially at Tuxpan (Vera Cruz).

Zacaton, a root used in Europe for making coarse brushes, grows wild upon the high lands.

Among the **miscellaneous** products other than those mentioned are sesame, peanuts, cocoa, pepper and spices, vanilla, sarsaparilla, castor oil beans, carrot seed, guayule rubber, indigo, candelilla wax, mezquite and copal gums and oakbark. The vanilla grown in Vera Cruz is of exceptionally high quality.

The best **woods** are found along the coast and in the Southern States. The supply includes dye-woods, oak, pine, cedar, ebony, mahogany, sandal wood, rosewood and spruce. Opportunities remain for a much larger exploitation of Mexican timber.

Chicle gum is obtained chiefly from Quintana Roo, the eastern part of the Yucatan peninsula, and exported to make chewing-gum.

The hills of both coasts are fringed by the **Coquito** palm, bearing nuts rich in oil and of value in soapmaking.

Wild honey and beeswax are collected by villagers, and bee-keeping is practised in various parts of the country.

Livestock :—Previous to the revolution of 1910, Mexico's greatest claim to agricultural prominence was the production of livestock. At that time, according to best figures now obtainable, there were in Mexico 18,000,000 to 20,000,000 head of cattle ; 35,000,000 sheep and goats, and between 1,000,000 and 2,000,000 head of horses. It is doubtful if at the present time there is over one-fifth this number of domestic animals in the entire Republic.

Luxuriant grasses grow in the range territory, which includes the States of Sonora, Chihuahua, Durango, Zacatecas, Cochuila, San Luis Potosí, Nuevo Leon, Aguascalientes, and part of Tamaulipas. These lands combine to make one of the greatest grazing areas in the entire world. At the present time thousands of these acres are grown high in grass, upon which there is no livestock.

Along the coastal areas in southern Mexico there grows an abundance of native grasses, all very nutritious and good fattening

pasture. The main drawback at the present time to the restocking of the ranges in Southern Mexico and in the country along the coast is the prevalence of fever ticks. The control of tick fever will undoubtedly be taken up later on, along lines that have proved successful in other countries. At the present time the majority of the cattle in Mexico are in the southern States of Guerrero, Chiapas, Oaxaca, and Michoacan, though these States are not generally recognized as range country.

There is some intensive dairy farming in the Valley of Mexico, around the City of Mexico. Goats' milk is largely used by the poorer classes. Pig-raising is limited to the neighbourhood of the towns.

Some success has been attained in poultry farming in favoured districts, although the business has been little organized.

Land Tenure :—Under the Constitution of 1917 the ownership of lands and waters, mineral resources, petroleum, salt, and so forth is inalienably vested in the nation.

The Alien Land Law, promulgated 29th March, 1926, requires foreign subjects holding land in Mexico to become Mexican citizens and to renounce the protection of foreign Governments in respect of the property. Foreigners are forbidden to acquire land within a certain distance of the coast or frontiers for other than agricultural purposes.

Irrigated lands in Mexico return large yields and have commanded high prices. The national policy is to enlarge the irrigated areas, and reservoirs, dams and canals are being built. It is estimated that 5,700,000 acres out of a possible 90,000,000 acres are now under irrigation. The Don Martin Dam on the Salado River in the States of Coahuila and Nueva León, and the Rio Mante scheme in Tamaulipas have now been opened. The largest scheme still in hand is the Calles Dam at Santiago, Aguascalientes.

MINERAL RESOURCES.

The most important mineral region is enclosed in a rough parallelogram extending from north-west in Sonora to south-east in Oaxaca, following the direction of the Sierra Madre Cordillera, about 1,600 miles long and 250 broad. The principal mining States are Chihuahua, Guanajuato, Oaxaca, Sonora, Durango, Jalisco, Michoacán, Zacatécas, Hidalgo, Querétaro, and Mexico, but there are also mineral potentialities in Vera Cruz, Lower California, and other States.

Mining is chiefly in the hands of large foreign undertakings, able, by reason of the scale of operations, to work economically and to furnish large capital. In November, 1932, a Presidential decree was issued nationalising the deposits of gold, copper, antimony, mercury, aluminium, phosphates, nitrates, coal, platinum, iron and bismuth. Existing grants to foreigners of mineral and oil lands are respected.

Silver, obtained in most of the States, is produced principally in Hidalgo, where the Pachuca and Real del Monte deposits are the chief source. The national output of silver, 2,676,960 kilos in

1931, and 2,115,600 kilos in 1932, is computed to be 60 per cent. of the world's total production.

Gold is worked and Mexico is the fourth largest producer in the world. The output in 1931 was 19,378 kilogrammes; in 1932 it was 18,100 kilogrammes.

Lead working has increased steadily and Mexico is second only to the United States as a source of that metal. Most of the lead is produced in the States of Chihuahua and Nuevo León, and almost all of it is refined in Mexico. The processes have been improved and the method followed is largely that of flotation. Production: 1931—226,780 metric tons; 1932—137,400 metric tons.

Copper at the height of the war scarcity reached a production of 70,000 tons, falling off sharply to less than one-third of that quantity Since then the output has increased to 86,554 metric tons in 1929, but fallen to 54,212 metric tons in 1931, and 35,200 metric tons in 1932. Copper is found mostly in the northern states of Sonora and Coahuila.

Zinc was produced to the extent of 120,289 metric tons in 1931, and 57,200 metric tons in 1932.

The returns for 1932 report 243 metric tons of mercury, 1,701 metric tons of antimony, 1,812 metric tons of graphite, 3,720 metric tons of arsenic, and 61 metric tons of cadmium. There are numerous deposits of tin in the States of Jalisco and Chihuahua. These are now being developed.

The values of metals exported from Mexico during 1931 and 1932 are given as 183,936,988 pesos and 109,325,228 pesos, respectively. The chief items were as follows :—

	1931. Pesos.	1932. Pesos.
Gold	15,964,242	24,432,984
Silver	58,399,990	34,946,336
Copper	25,506,238	13,668,488
Lead	53,395,869	21,404,224
Zinc	24,529,130	10,119,403
Antimony	1,815,873	653,285
Graphite	193,703	123,505
Mercury	1,670,232	1,413,881
Arsenic	1,340,140	1,085,390
Tin	973,528	1,108,709
Other metals	148,043	369,023

Oil :—From a variety of causes, including legal disputes, Mexican oil production has decreased during recent years, but the supply represents over 3 per cent. of the world's total and the country ranks seventh in present importance among the oil countries of the world.

Geological evidence suggests 150 million acres as the probable extent of the oil-bearing area and about 15,000 acres are at present worked. The developed area skirts the Gulf of Mexico to a depth of about 100 miles inland. Pipe lines and barges conduct the oil to the coast. The capital invested in the petroleum industry is almost exclusively foreign. Domestic refineries treat about two-thirds of the oil produced.

The three chief oil-bearing zones are Tampico, Tuxpán, and Minatitlán. The domestic consumption of petroleum being small,

the greater part of the production is exported in tank steamships to the United States and Europe. Light oil is obtained in Tuxpán, and heavy oil in the Panuco field.

The output of oil, 16½ million barrels in 1912, rose to 194¾ million in 1921, since when the production has been :

1922	186,577,450 barrels.	1929	44,687,879 barrels.
1925	115,514,700 ,,	1930	39,530,903 ,,
1927	64,200,000 ,,	1931	33,036,505 ,,
1928	50,150,620 ,,	1932	30,000,000 ,,

The most important **coal deposits** are at Sabinas in Coahuila, where the annual production is slightly under a million tons. The coal is sold to the railways and to smelting works. Coal is also worked from seams between Piedras Negras and Saltillo.

The configuration of the country is naturally favourable to the raising of **hydro-electric** power. Considerable installations exist at Necaxa and Tuxpango (Puebla), Boquilla (Chihuahua), Chapala (Jalisco), and Lerma River (Michoacan). Important extensions of plant have been made by the concern furnishing Mexico City with light and power. In 1930 there were 588 electric power plants with a combined capacity of 630,000 horse power.

The chief **manufacturing industries** are those of the food and drink group, inclusive of breweries and sugar mills, capital value $42 millions ; textiles, $75 millions ; chemicals and paints, $16 millions ; metals, $15 millions ; cigarette and cigar, $15 millions. There are 268 cotton mills, 11 cotton and wool, and 15 woollen mills, with 839,109 active spindles and 30,191 active looms. The chief centre of this industry is Puebla. The metal manufactures include iron, steel, nickel, tin, and copper articles like bedsteads, boxes, safes, clock and watch cases, hardware, and pins, under the ownership chiefly of Mexican and Spanish subjects. Vera Cruz is the centre of the cigar industry. Earthenware is produced in Guadalajara and glass at Puebla. There are four aeroplane factories in the country. Between 3 and 3½ million shoes are made annually in 60 up-to-date factories. There are 6 paper mills supplying 40 per cent. of the local needs. There are seven domestic cement plants, with a capacity of 2,310,000 barrels. Construction of a malt plant has commenced at Monterrey.

The Federal District, embracing Mexico City and outlying suburban area, is the most important commercial centre. Over 60,000 persons are employed in 3,478 industrial establishments.

The entry into Mexico of foreign labourers is prohibited. Native labour is both plentiful and cheap, with a slowly growing tendency toward higher wages. The native workman is quick to learn modern methods when properly instructed.

IMPORTS AND EXPORTS.

	1929. Pesos.	1931. Pesos.	1932. Pesos.
Imports	382,842,980 ..	216,585,416 ..	180,307,895
Exports	590,633,255 ..	399,711,214 ..	304,190,050

About 63 per cent. of the total import and 57 per cent. of the total export moves through Tampico, Vera Cruz, and Nuevo Laredo. The U.S.A. supply 63.4 per cent. of the imports, Germany 11.5 per cent., and Great Britain 8.5 per cent.

Public Debt :—The complicated question of debt is in the hands of the International Committee of Bankers, but no agreement has yet been reached. The total bonded debt, including damage to property, is computed at £200,000,000.

Foreign Capital :—The investment of British capital in railways, Government securities, hydro-electric, banking and manufacturing enterprises, and quoted upon the London Stock Exchange, is computed at £177,924,334, on which an average of only 0.4 per cent. interest is paid, most of the payments being in default. The investment of United States capital is estimated at 682,536,000 dollars.

CURRENCY, WEIGHTS AND MEASURES.

In July 1931 all gold pesos were withdrawn from circulation, leaving the silver peso as the monetary unit. There are silver coins of 1 and 2 pesos, and 10, 20 and 50 centavos; nickel coins of 5 centavos; and bronze coins of 1, 2 and 5 centavos. Previous to withdrawal the gold peso had a par value of roughly 50 cents U.S. currency. In practice the silver peso is the monetary unit, but theoretically the "peso oro nacional," or Mexican gold peso, is still the standard, with an exchange value at par of 9.763 gold pesos to the £.

The **metric** system is official and compulsory. Old Spanish measures are used, especially among the lower classes and Indians. The more important of these are :—

Linear.

1 legua	=	5,000 varas
1 vara	=	3 piés
1 pié	=	12 pulgadas
1 pulgada	=	12 lineas

Measures of Area.

1 manzana	=	1·66 acres
1 fanega	=	8·81 acres
1 caballeria	=	105·75 acres

Dry Measures.

1 carga	=	2 fanegas	181·63 litres	= 5.15 bushels
1 fanega	=	12 almudes	90·81 litres	= 2·58 bushels
1 almud	=	4 cuartillos	7·57 litres	= 0·86 peck.

Liquid Measures.

1 cuartillo of oil 0·51 litre = 0·89 pint
1 cuartillo of wine 0·46 litre = 0·80 pint

Commercial Weights.

1 carga (freighting)	= 12 arrobas	= 138·07 kilogrammes	= 303·75 lb. av.
1 quintal	= 4 arrobas	= 46·02 kilogrammes	= 101·24 lb. av.
1 arroba	= 25 libras	= 11·51 kilogrammes	= 25·32 lb. av.

Press :—All the more important newspapers are published in Mexico City. The chief daily is "El Universal," with a very large circulation. Next comes "Excelsior," representing more conservative views. Other papers are "La Prensa" and "El Gráfico."

PUBLIC HOLIDAYS.

Whole Holidays :—

January 1st.
Good Friday, the day before and the day after
May 1st.
May 5th.
Corpus Christi.
June 30th (banks only).
September 16th.
All Saints.
All Souls.
December 12th.
Christmas Day.
December 31st (banks only).

POSTS AND TELEGRAPHS.

The **postage** rates on letters not exceeding 20 grammes in weight are : for urban or suburban service, 6 centavos; to other points

in Mexico and to the United States, Canada, and Cuba, 10 centavos ; to other countries, 10 centavos. Maximum weight, 5 kilogrammes (11 lb.). Air mail rates on letters ; 25 centavos each 20 grammes over and above postal rates. Letter mails from England to Mexico City and other principal destinations take 14 to 17 days, but 3 days can be saved by sending letters by air-mail.

There is a fairly extensive system of telegraph lines in addition to the railway telegraphs, and various wireless stations. There is direct radio-telegraph service between Mexico and Spain from radio stations at Chapultepec and Aranjuez. **Broadcasting** is done under Government control from about twenty stations.

Outward **mails** are dispatched *via* the United States, and the service is the same as to the United States. Postage : 2½d. first ounce and 1½d. each ounce after. Homeward mails are due about three times a week.

Telephone facilities are available between all parts of Great Britain and Mexico City, and certain Mexican towns (Nuevo Laredo, Tampico, San Luis Potosí, Saltillo, Monterrey, Queretaro). The service is available day and night. There is telephone communication also from Mexico to the United States, Canada, and Europe.

Information for Passengers.

Mexican law requires every foreigner entering Mexico to provide himself with an identification card, for which application must be made to a Mexican consular officer ; fee 2/-.

The form of application must be filled in in Spanish and in triplicate. The intending traveller must explain for what reason he is going to Mexico, whether as an immigrant or tourist. A tourist is defined as one who goes for less than 6 months for recreation, study, etc. Those going on business, and all who intend staying for more than 6 months, are immigrants. The forms must be filled in with precision, *e.g.* under the heading " Religion " must be stated exactly what religion is practised. A general term, such as Christian, is not allowed.

Eight photographs are needed, five being full-face and three in profile ; and not more than two and one-eighth inches by one and three-quarter inches in size.

In the case of tourists an application form for a Tourist Certificate has to be completed, but this is less comprehensive than that for immigrants ; five full-face photographs are required. A charge of 2/- is made for the certificate, but one certificate is sufficient in the case of a family travelling together.

Vaccination of immigrants is compulsory in the absence of a vaccination certificate, which can be legalized upon payment of 4/-. Tourists do not need such a certificate.

The Consolidated Railroad and Pullman Car Company, in conjunction with the various Railways, have opened the Consolidated Railroad and Pullman Company Tourist Service. The Office is at Avenue 5 de Mayo No. 11, Mexico City. It gives accurate advice and assistance to passengers in Mexico.

BRITISH LEGATION AND CONSULATES IN MEXICO.

The letter (L) denotes that the Consular Officer has authority to register lex loci marriages; the letter (M) that he holds a Marriage Warrant. Members of the Diplomatic Service do not require warrants.

RESIDENCE.	RANK.	NAME.
Mexico City	E. E. & Minister Plenipotentiary	E. St. J. D. J. Monson.
	Second Secretary	H. L. Farquhar, M.C.
	Archivist	P. C. Pell.
	(L) Consul-General	T. I. Rees.
	Vice-Consul	C. G. Rickards.
	Vice-Consul	F. J. Wilson (acting).
Chihuahua	Vice-Consul	Thomas Dale.
Torreon	Vice-Consul	S. Dutton-Pegram
Guadalajara	Vice-Consul	A. T. Williams.
Merida & Progreso	Vice-Consul	T. E. Dutton.
Monterrey	Vice-Consul	J. D. Reynolds.
Orizaba	Vice-Consul	W. Mayer.
Pachuca	Vice-Consul	S. Waters.
Puebla	Vice-Consul	William Hardake
Tampico	(M) Consul	R. G. Pulford.
	Vice-Consul	L. C. Chase (acting).
Colima	(L) Consul	Douglas G. C. MacNeill
Mazatlan	Vice-Consul	George E. S. Watson.
Saltillo	Vice-Consul	J. Caldwell.
Vera Cruz	Vice-Consul	J. H. Drake.
Puerto Mexico	Vice-Consul	Dr. J. J. Sparks.

LEGATION AND CONSULATES IN GREAT BRITAIN.

LEGATION.

London (48 Belgrave Square, S.W.1.)	E. E. & Minister Plenipotentiary Don Alberto Mascareñas
Counsellor	Fernando Matty.
Second Secretary	J. Rendón y Ponce.
Commercial Attaché	Eduardo Flores.
Military Attaché	Col. C. Chapital Barbarosahas.

CONSULATES.

RESIDENCE.	DESIGNATION.	NAME.
London (8 Halkin St., S.W.1)	Consul-General	G. Luders de Negri.
	Vice-Consul	Joaquín Bustamente
Birmingham	Consul (Hon.)	Eric Kanreuther.
Cardiff	Consul (Hon.)	Joseph Piffaretti.
Glasgow	Consul	R. Almanza Gordea.
	Consul (Hon.)	J. B. Couper.
Hull	Consul (Hon.)	Wm. Hopper.
Liverpool	Consul	Carlos Grim.
Newcastle-on-Tyne	Consul (Hon.)	Samuel Herrera.

Guidance for Commercial Travellers.

When entering the country $500.00 Mex. Cy., is required to be deposited with the Immigration Authorities as a guarantee that the traveller will leave within 6 months. This may be arranged in the form of a Bond through an authorized bonding company operating in Mexico, and any assistance in this respect will be gladly rendered by Messrs. H. E. Bourchier, Sucrs., S.A., of No. 48 Av. Uruguay, Mexico, D.F.

Care should be taken to comply fully with the requirements of the Mexican Consular Officer before leaving the United Kingdom. Care should also be taken that the time limit on the card issued by the Mexican Consul is not allowed to expire without reference to the Department of Immigration in Mexico (Calle Bucareli 99, Mexico City). Changes are sometimes made in these regulations, and the British visitor should apply to the nearest British Consular Officer for information as soon as possible after his arrival.

There are no regulations regarding the registration of commercial travellers.

Samples of commercial value can be cleared under bond for a sum equivalent to the amount of duty. This is cancelled on re-exportation and identification of the articles.

TRAVEL IN MEXICO.

Mexico is described with justice as the Egypt of the Americas in allusion to the remains of the ancient civilizations which invest Mexican travel with a peculiar charm. Due to the wide range of altitudes and to the general configuration of the country a remarkable variety of climate and scenery is to be enjoyed. Shooting and fishing are to be had in abundance.

"A visitor, interested in the people, may go to Chihuahua to see fleet Tarahumaras outstrip a galloping horse or run down birds. He may watch the Tarascan potters in Michoacán, some of whom are so devout that they will only ply their hereditary trade on the feast days of St. Ursula and St. Martin, or their Campecheno competitors on the other side of the Gulf of Mexico, who make the *Cánteros* in which water is cooled without the aid of the potter's wheel by twiddling the base of the pot with their toes while they almost plait the body of it with strands of clay. Or he may go to watch the folk of Guerrero, who have revived their ancient art of lacquering wooden bowls and never make two alike. Or to Oaxaca to see Zapotec Indians weave fantastic toys of grass, or watch the stately *sandungo* danced by bare-footed girls splendid in the becoming *vida niro* coif, short, brightly-coloured skirts and ribbons and long lace petticoats, while the men, all in white with gay handkerchiefs, dance opposite them with hands behind their backs."

The journey to Mexico City over the Mexican (standard gauge) Railway from the port of Vera Cruz leads through some of the most picturesque of the mountain scenery.

The railway advances towards the stately Orizaba across a narrow belt of tropical woodland, and then climbs 6,400 ft. in 64 miles through imposing and attractive scenery rising through a variety of climates with the vegetation characteristic of each to the central plateau. Then, having reached the highest point on the line at Acocotla, 8,320 ft., the train descends into the Valley of Mexico, there to reach the picturesque capital city just 12 hours after leaving Vera Cruz. Although it entails an early start at 6.40 a.m., the traveller should not fail to make the journey by day, as the ascent to the capital is impressive and unusual. In the same way the tourist, having reached Mexico City, should defer to its altitude, 7,400 ft., and avoid taking strenous exercises or eating much in the evening until he has accustomed himself in some degree to the effects of the *altura*.

Greatly improved connections have been made with the railway systems of the United States. The following journeys can be made comfortably in Pullman cars :—

To Mexico City from St. Louis via Missouri Pacific Lines; San Antonio, Texas, via the I.G.N., etc.

To Mexico City from Los Angeles *via* El Paso and National Railways of Mexico.

To Mexico City from Los Angeles per Southern Pacific Lines via Nogales, Mazatlan, Guadalajara; thence via National Railways of Mexico through Irapuato, Queretaro to Mexico City.

A through Pullman sleeper now operates twice a week from Mexico City to the Guatemalan frontier at Suchiate via Vera Cruz, Santa Lucrecia on the Tehuantepec Railway and Tapachula. The river is crossed at Suchiate and connection made with the Guatemala Railways.

From the various U.S. gateways side trip tickets are in operation at specially reduced rates, permitting a visit to Mexico City, and return by another one of the gateways.

Special reduced Summer Season and Short Limit Excursion Fares are in force from principal Cities of Canada, U.S.A., and Mexico City, showing very large savings over the ordinary fares.

First-class fares are approximately five centavos per kilometre (it is of course out of the question to travel except in first class) and Pullman berths one and a half centavos per kilometre. The usual luggage allowance is fifty kilogrammes per first-class ticket and excess baggage is charged at approximately two and a half centavos per 100 kilogrammes per kilometre. Registration of baggage is undertaken by the principal hotels or the various forwarding agencies. Pullman cars owned by the Pullman Car Company and serving all meals are operated on most of the important trains. Stops are also made at various points where there are station restaurants.

Guidance for Travellers.—Only the best hotels should be used. The charges (without meals) run from 5 to 10 pesos, and occasionally to 20 pesos per person per day. Rooms without meals in Mexico City are about 5 pesos. Dinners in fashionable restaurants are 3 to 5 pesos, excluding wine, which is expensive. The beer, at 50 centavos a bottle or less, is excellent. A light breakfast, a heavy lunch about 1.30, and supper are the usual meals. English is spoken at the good hotels. Tipping is at the usual rate of 10 per cent. It is not necessary to tip the drivers of hired cars. Porters have usually a fixed tariff.

At Vera Cruz, Tampico, or Manzanillo very light clothing is desirable, but elsewhere ordinary warm clothing with a light overcoat for the evening is advised.

Specimen Tours :—A standard twenty-days' tour in Old Mexico begins at Laredo on rails which closely follow the old San Antonio trail. The first day's travel ends at Monterrey. The second day's journey leads to Tampico, where the third day is spent. The fourth day is spent in the train to San Luis Potosí, passing through the Tamasopo Canyon, and attaining an altitude of 6,000 ft. The fifth day is passed in San Luis, and Mexico City is reached on the morning of the sixth. On the fifteenth day departure is made for Guadalajara and its surroundings. On the eighteenth day the return begins, and it leads through Irapuato (the strawberry city) and through the valley to Aguascalientes. Zacatecas, Torreon, and Coahuila (the city of roses) are passed on the nineteenth day. On the last day of the journey Laredo is reached again by way of Saltillo. Variants upon this time-table can be effected through the railway agent.

NICARAGUA

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Bluefields, 1,200 nautical miles south of New Orleans, takes its name from the Dutch pirate Blewfeldt. It stands behind the Bluff, near the mouth of the Bluefields River, is the chief port on the Atlantic side, and the centre of the coasting traffic upon that coast. Communications with the interior are defective. The capital is much more easily approached from the Pacific. The population is 5,000. Bananas are the principal export, with coconuts, cabinet woods, and gold from the Prinzapolca field. Regular steamers connect the port with New Orleans and Port Limón (Costa Rica).

Hotel :—Washington.

Corinto, the principal Pacific port and terminal of the Pacific Railroad, is the gateway to Managua (87 miles) and the most fertile and healthy part of the country. About 85 per cent. of the foreign commerce passes through Corinto, notably coffee, sugar, hides and wood for export. Population, 2,500.

Hotel :—Corinto.

Corinto Steamers :—To Champerico and Panama by P.S.N. Co. ; to San Francisco and New York by Panamá Mail, with service every two weeks, calling at Havana (Cuba) east-bound. From January to June the French Line once a month direct to Havre in 16 days. Tourist class steamers.

Rail : -To Granada, by Pacific Railways of Nicaragua, daily (first class single, $5·28) ; to León, twice daily (first class single, $1·90) ; to Managua, twice daily, $3·89. Meals not served.

Managua, the capital, with an urban population of approximately 60,000, stands on the southern shore of Lake Managua, 187 miles from Bluefields and 52 from León. The principal products are

coffee, cattle and sugar. On 31st of March, 1931, the city was almost totally destroyed by earthquake, obliging the population to migrate to the neighbouring towns and cities. Since then, most of the population has returned again to the city, and reconstruction work is being carried on as rapidly as circumstances allow.

A fine drive, skirting the shores of Lake Managua, gives views of rare beauty. Across the water is the marine cone of the extinct volcano, Mototombo, flanked by the heights of Mount Masaya. Mototombito, another extinct volcano, rises from the centre of the lake.

Hotels :—Palace, Anglo-Americano, Germania, Sevilla, Colón.

Rail :—Pacific Railway (connecting Managua with Corinto, Chinandega, León, Granada, Massaya, Masatepe, San Marcos, Diriamba, Jinotepe). Extension lines from León to Sauce and from Rivas to San Juan del Sur.

Roads : A motor-road, with beautiful scenery en route connects Managua with the "Sierras," an important coffee district, Granada and several small towns. Another road runs north to Matagalpa. A highway to Rama (near Bluefields) is under construction.

Air Service :—Mail and Passenger Planes travel twice a week south to Panamá, and north to Miami and Brownsville. There are at Managua 4 to 5 small commercial planes which will take passengers and cargo to any part of the Republic where a landing field is available, namely, Granada, León, Corinto, Jinotega, Matagalpa, Bluefields, Puerto Cabezas, Ocotal, Esteli, and Huigalpa.

Puerto Cabezas (Bragman Bluff), on the Atlantic Coast, north of the Rio Grande, the seat of two important American enterprises, has a railway open to Obrayeri, and under construction for 120 miles inland, a dock and facilities for shipping bananas and metals.

Chinandega is reached from Corinto (13 miles) or Managua (74 miles) by the Pacific Railway. The centre of a large agricultural district, it contains the San Antonio, the largest sugar mill in Central America. Road open to Choluteca (Honduras), and San Miguel (El Salvador). Population, 10,500.

Hotel :—Chinandega.

Granada, on Lake Nicaragua, is the terminus of a railway from Corinto. Population, 18,000. The town is 36 miles from Managua and 118 from Corinto. It is the third city of the republic. The chief products are sugar, coffee, cacao, fruit, alcohol, hides, cotton, indigo. Roads open to San Juan de Oriente, Nandaime, and Tipitapa. Lake Nicaragua has more than a thousand islands, and two volcanoes, Ometepe and Madera. Granada has some beautiful buildings and has faithfully preserved its Castilian traditions.

Hotel :—Alhambra.

Greytown (San Juan del Norte), a port at the mouth of the San Juan River, is on the Caribbean Sea. The port was closed to foreign trade many years ago. The only shipping at present are the small motor launches plying between Granada and Bluefields *via* Lake Nicaragua and San Juan River. Population, about 900.

Hotel :—Central.

Jinotega, with a population of 7,000, is 136 miles north-east from Managua and 14 miles from Matagalpa, from which point the town is accessible by pack animal during the rainy season, and by motor car during the dry season.

León, the former capital, has a population of 47,000. It is one of the most important cities in the Republic, standing in a rich agricultural district 35 miles from Corinto and 52 from Managua.

It is the principal distributing centre for the departments of Nueva Segovia, Esteli, Jinotega, and Matagalpa. There is a fine cathedral. A motor road has been built to Poneloya (19 miles), a summer resort on the sea-shore. Railways are being built to Sauce (66 miles) and to Segovia. From Sauce to Segovia is completed. The City was founded in 1523.

Hotels :—Metropolitano, España.

Masaya, with a population of 14,000, about 27 miles south-east from Managua, and served by rail from Corinto (106 miles), is a centre for a rich agricultural district growing tobacco, corn, rice, sugar, coffee, and vegetables. The Santiago volcano is near the town. The city is connected by rail and road with Managua, Granada, and several smaller towns.

Hotel :—Central.

Matagalpa, 120 miles north-east of León in a mountainous, well-watered district, enjoys a bracing climate. Foreign planters have developed a large industry in coffee of the highest grade, and there are extensive forests and cattle ranges in the vicinity. The journey from Managua occupies six to eight hours by motor in the dry season, or two days by mule-back in the rainy months. Mule transport is available from León (2½ days). Population, 10,000.

Hotel :—Francés.

San Juan del Sur, a Pacific port 21 miles from Rivas, 58 miles from Granada. The wet season is from May to October, and the dry season from November to April. The principal products are wood, cacao, coffee, sugar and balsam. It is reached from Granada by Lake steamer to San Jorge, thence by the new railway to Rivas. The railway continues from Rivas to San Juan. It is possible to motor to Managua during the dry season. There is an important cable office. Boats of the P.S.N.C. call regularly.

PHYSICAL FEATURES.

Nicaragua, the largest of the Central American Republics, is bounded on the north by Honduras, on the east by the Caribbean Sea, on the south by Costa Rica, and on the west by the Pacific Ocean. The superficial area is about 51,700 square miles. The longer coast-line, 300 miles, fronts the Atlantic; the Pacific coast-line is 100 miles shorter. The fact that Nicaragua is traversed by two mountain ranges causes considerable diversity of climate and products. The plateau and uplands are healthy and fertile, and the lowlands tropical. Several of the mountain peaks are extinct volcanoes. A double volcano, an active one, forms an island, Ometepec, in Lake Nicaragua.

There are two fine lakes. Lake Nicaragua, the larger, is about 92 miles long and 34 wide, and navigable throughout, while Lake Managua, connected with it by the River Tipitapa, is 32 miles long and varies from 10 to 16 miles in width. The best known rivers are San Juan, connecting Lake Nicaragua with the Atlantic, on which a regular steamship service runs between Greytown and

Granada; and the Bluefields River, navigable for 65 miles or more from Bluefields to the city of Rama. The Coco or Segovia River in its first 50 miles is known by an extraordinary diversity of names, first as the Somoro River, and then as the Cabrugal or Cadrullal, Coco or Cocos, Yoro or Yare, Portillo, Liso, Tabacac, Encuentro, Pantasma, Segovia, Gracias or Cape River, Hervias River, and at its mouth the Wanks or Yankes River.

The western half of Nicaragua contains three-fourths of the **population,** chiefly of mixed Spanish and Indian blood, with many Nicaraguans of pure Spanish descent. The eastern half, containing the banana plantations, has a number of negroes from the West Indies, also natives of mixed negro and Indian blood. The total population is estimated at 750,000, half of it illiterate.

Rain is very frequent during practically the whole year in the eastern part of the country. In the western half there are wet and dry seasons, from May to November, and December to April respectively. The prevailing winds are from the north-east, laden with moisture from the Atlantic.

ADMINISTRATION.

The country is divided into 13 departments, and 2 comarcas, each under a military commandant, who has supervision of finance, public instruction, and other matters. There are 105 municipalities in the Republic.

Beside a Supreme Court, there are three courts of second instance, and several inferior tribunals.

Roman Catholicism is the prevailing religion. There is an archbishop, with his seat at Managua, and bishoprics at Matagalpa, León, Granada, and Bluefields. Spanish is the language of the country.

GOVERNMENT.

The Constitution of April 5, 1913, provides for a Congress of two houses, consisting of 43 deputies, elected every four years by popular vote, and 24 senators elected for six years. The executive power is vested in a President, appointed for four years. Earlier Constitutions were promulgated in March 1905 and March 1912.

PAST PRESIDENTS (SINCE 1920).

Diego M. Chamorro (d. 1923)	1921
Dr. Bartolo Martinez	1923
Carlos Solórzano	1925
Adolfo Diaz (*ad interim*)	1926
General José Moncada	1929

PRESIDENT.

Juan B. Sacasa	1933

VICE-PRESIDENT.

Rodolfo Espinoza.

MINISTRY.

Foreign Affairs	Leonardo Arguello.
Finance	Dr. Guerrero Montalvan.
Development	José Maria Zelaya.
Government and War	Gonzalo Ocon.
Education	J. Ramon Sevilla.
Health	Eliodoro Robleto.

NATURAL RESOURCES.

Nicaraguan products are mainly agricultural, with coffee as the chief crop in the western and bananas in the eastern parts of the country. Next rank corn, sugar, gold, hides, silver, and cotton, Other products of more than local importance include beans, cacao, coconuts, grain, wild rubber, dyewoods, and lard.

Cattle raising is carried on extensively for supply on foot to the neighbouring republics, and principally on the plains of Chontales, north of Lake Nicaragua. Mining is hampered by defects of transport, which confine production of gold and silver to the richest and most favourably situated deposits. Gold-bearing gravels are worked on the Coco River and its tributaries. The export of gold was recorded at C$424,773 in 1930, and C$411,709 in 1931.

Coffee is produced in the districts of Matagalpa, Jinotega, Managua Carazo, Granada, and Chinandega. The coffee is of the mild or Arabian type, and more than half the crop finds its market in the United States. The output increases and the average production during recent years is estimated at about 200,000 bags. Labour is somewhat scarce, and planters recruit helpers from the towns for the picking season. The exports in 1932 were 176,684 bags, valued at 1,479,144 córdobas, as compared with 200,000 bags, valued at 3,319,211 córdobas in 1931. Coffee forms 33 per cent. of total exports. The 1929-30 crop amounted to 34,104,400 lb., the 1931-32 crop to 18,500,000 ; and the 1932-33 crop to 30,000,000 lb.

Bananas are cultivated for the American market, and chiefly in El Gallo district, situated 80 miles up the Rio Grande, whence they are brought by barges to steamers loading at cayes about twelve miles off the coast. The Escondido district is the second in importance, and its bananas are loaded into sea-going ships at the river port of Rama. The Wawa district, for which the port is Puerto Cabezas (Bragman Bluff), is being developed with a view to supplying the European markets. Exports : 1929—4,092,388 bunches ; 1931, 2,973,446 bunches, or 49 per cent. of total exports.

Sugar is grown principally in the western area, Chinandega being the principal seat of the industry. It now ranks next to coffee as an agricultural export. Exports in 1929 were 3,502 metric tons, a serious falling off compared with the previous year, when 8,647 metric tons were exported. Exports : 1930—6,887 metric tons ; 1931—1,370 metric tons.

The Provinces of Chinandega and León are eminently suitable for the cultivation of **cotton,** and at one time this commodity formed one of the chief exports from the port of Corinto. The decline of the cotton-growing industry in these districts was due merely to a prolonged succession of political disturbances, but under more tranquil conditions there would seem to be no reason why a revival in this branch of the country's agriculture should not be brought about. An establishment is proposed for the spinning of thread and the manufacture of cotton fabrics.

Mahogany is by far the most considerable of the forest products, but the logging companies suspended operations and withdrew from Nicaragua in 1929. Small quantities of cedar and pine are

available on the east coast and unexploited pine woods extend along the northern frontier. Rosewood and lignum vitae are obtained from the west coast, whence also dyewoods are exported, including fustic and logwood. Exports 1930 of dyewoods—2,219,818 board feet; 1931—1,500,000 board feet.

INDUSTRY.

There are various concerns, mostly on a small scale, established in Nicaragua for the manufacture of boots, shoes, straw hats, leather goods, candles, soap, cigars, cigarettes, furniture, biscuits, sweets, etc., but the locally made articles are not usually of a very good quality and are chiefly made to meet the demands of the poorer elements of the population, who are not in a position to pay the price demanded for imported articles.

FOREIGN TRADE.

The United States in 1932 furnished 63 per cent. of the imports of the country. Great Britain supplied 10 per cent.

	Imports.	Exports.
1928	C$13,350,451	C$11,693,212
1929	C$11,797,440	C$10,872,526
1930	C$8,171,366	C$8,343,358
1931	C$6,015,481	C$6,575,058
1932	C$3,479,878	C$4,541,597

Transport :—The chief railway is the National or Pacific Railroad with about 159 miles in the extreme west of the Republic, connecting Corinto, Chinandega, León, Managua, Masaya, and Granada, with a branch from Masaya to Diriamba and Jinotepe. A steamer worked in conjunction with the railway plies from Granada, visiting the small towns upon Lake Nicaragua.

The United Fruit Co. has 26 miles of plantation railway from El Gallo, and the Bragman Bluff Co. 85 miles of rail along the Wawa River.

Roads :—These, for the most part, are mere tracks. There are only three meant for motor traffic : (1) Managua to Diriamba, Jinotepe, San Marcos, Masatepe, Masaya, and Granada ; (2) Puerto Diaz to La Libertad, 63 kilometres ; (3) Managua to Matagalpa, 140 kilometres ; (4) Managua to Rama, under construction. There are about 1,100 miles of road, about 500 of which are classed as main. About 100 miles permit of motor transport the year round.

Hints for Travellers.

Tipping is not practised on a large scale. Wine is expensive. Hotels up and down the country leave much to be desired. Clothing should be of the lightest possible. The temperature is tropical, seldom falling below 75 degrees F. at Managua, and reaching 96 degrees in April and May, the hottest months. The dry season runs from December to May and the wet season covers the remaining months. The wettest are usually June and October. The Palace Hotel at Managua is the only up-to-date hotel in the country.

A NICARAGUAN CALENDAR.

1522. Gil Gonzalez de Avila landed.
1524. Granada founded.
1687. British Protectorate of Mosquito Coast asserted.
1786. British evacuated Mosquito Coast.
1821. Nicaragua declares itself independent of Spain.
1826. First survey for a Nicaraguan Canal.
1838. Separate Republic proclaimed.
1848. British occupy Greytown.
1855. William Walker, "Filibuster," arrives.
1860. Walker shot. Nicaragua assumes control of Mosquito Coast.
1863. War between Nicaragua, Salvador, and Costa Rica against Guatemala and Honduras.
1885. A defensive alliance made between Nicaragua, Salvador, and Costa Rica against Guatemala.
1886. Peace signed with Guatemala.
1889. Nicaragua Canal Bill passed.
1894. War with Honduras.
1895. British Vice-Consul at Bluefields, Hatch, and other British subjects expelled for alleged conspiracy. British squadron occupies Corinto until indemnity paid.
1897. War with Honduras. Zelaya declares himself Dictator. Joins the "Greater Republic" of Central America.
1898. Boundary dispute with Costa Rica settled by arbitration.
1900. Nicaragua Canal Bill passed by United States Senate.
1901. Hay-Pauncefote Canal Treaty signed.
1905. Constitution promulgated. Commercial treaty with Great Britain.
1907. War with Honduras and Salvador. Peace signed.
1909. Rising against Zelaya. President Madriz succeeds Zelaya.
1912. New commercial treaty with Great Britain.
1916. United States Treaty to acquire rights on the Nicaraguan Canal Route.
1921. Refusal to enter Central American Federation.
1927. Civil War. Stimson arrangement for a constabulary under U.S. officers.
1928. Engagements between U.S. Marines and General Sandino's insurgents.
1931. Managua destroyed by earthquake.
1932. U.S. Marines leave Nicaragua.

THE CANAL PROJECT.

Lake Nicaragua is at an elevation which would lend itself to the construction of a new trans-isthmian canal utilizing the San Juan River from Greytown on the east and a cut from the lake to San Juan del Sur on the western side. A concession for such a canal was obtained in 1916 for ninety-nine years by the United States Government. Should the project culminate at any time in the construction of the canal the international importance of the country would be enormously increased.

Construction of the Panamá Canal indefinitely postponed a scheme for harbour construction at Greytown, 100 miles of river improvement, 70 miles of lake crossing to Las Lajas River, and then up that river to the watershed and down the Rio Grande to Brito on the Pacific, where more harbour works would be required. The length would be 187 miles and a system of locks would be needed. A survey commission is at work on behalf of the American Government.

Public Debt :—At December 31, 1932, the external debt stood at £487,780, and the guaranteed customs bonds at C$1,187,750, exclusive of the claims in connection with the civil war, amounting to C$18,000,000. N

CURRENCY AND MEASURES.

The gold standard is in force, and the unit of the **currency** is the córdoba, divided into 100 centavos, equivalent to the United States dollar. Fractional coins are the 5, 10, 25, and 50 cent pieces in silver, and copper coins of half a cent and one cent. Since Nov. 1931, the control of all trading in Foreign Exchange was established by Government decree.

The metric system is official; but in domestic trade local terms are in use; for example, the medio, which equals a peck, and the fanega of 24 medios. These are not used in foreign trade. The principal local weight is the arroba = 25 lb. and the quintal of 101·417 English lb.

Public Holidays:—Practically no business is done during Holy Week; other public holidays fall on the 4th July, 15th and 16th September, in addition to Christmas Day and New Year's Day. There are also a number of Church holidays, but business people generally do not observe them.

Press:—Managua: "El Comercio," "La Prensa," "La Noticia." Granada: "El Correo," "Diario Nicaraguense." León: "El Centro-Americano," "El Eco Nacional." Bluefields: "La Información," "The American" (in English).

POSTS AND TELEGRAPHS.

Mails from the United Kingdom to Nicaragua are sent *via* Panamá, and take 3 to 5 weeks. Delays occur in transmission between the western ports and the interior due to the inadequacies of transport. Postage 2½d. for the first ounce; 1½d. for each ounce after.

Under the postal tariff of 1921 letters cost:—

1. For Europe, Asia, and Africa (excepting Spain): 10 cents for the first 20 grammes or fraction, and 5 cents for each additional 20 grammes.

2. For the United States and Spain: 2 cents for each 20 grammes or fraction thereof.

Telegraph and telephone lines are owned by the Government. The All America Cable Company gives a good service (61 centavos a word to Great Britain). There are wireless transmitting stations at Managua, Bluefields, and Cape Gracias, and private stations at Bragman's Bluff, El Gallo and Rio Grande.

NICARAGUAN LEGATION AND CONSULATES IN GREAT BRITAIN.

RESIDENCE.	DESIGNATION.	NAME.
London .. .. .. (4 Moorgate, E.C.2)	Minister Resident	Eduardo Pérez-Triana.
London .. .. .. (15 Union Court, E.C.2)	Consul-General	Carlos A. Castro W.
Manchester .. .. (86 Princess St.)	Consul	Dr. Bernardo Soto-Mayor.
Birmingham	Consul	G. T. Hotchkiss.
Liverpool	Consul	Dr. Bernardo Soto-Mayor.
	Vice-Consul	E. A. Barker.
Nottingham	Consul	Max Frank.
Cardiff	Consul	A. J. Bovey.

BRITISH LEGATION AND CONSULATES IN NICARAGUA.

The letter (M) denotes that the Consular Officer holds a Marriage Warrant. Members of the Diplomatic Service do not require Warrants.

RESIDENCE.	RANK.	NAME.	CONSULAR DISTRICT.
(*see* Guatemala.)	Envoy Extraordinary, Minister Plenipotentiary, and Consul-General ..	J. H. S. Birch	
Managua	(M) Consul	L. H. Leach ..	Republic of Nicaragua.
	Vice-Consul ..	H. I. Thompson ..	
Corinto	Vice-Consul ..	A. W. Griffith ..	
Matagalpa ..	Vice-Consul ..	Alex. Potter ..	
León	Vice-Consul ..	F. A. May ..	Atlantic Coast of Nicaragua.

Guidance for Commercial Travellers.

Passports duly *visé* by the Nicaraguan Consulate are obligatory. The separate municipalities impose taxes upon commercial travellers and enforce their payments. In Managua the tax is 20 córdobas for each visit; in Granada, 6 córdobas; in León, 10 córdobas.

Samples of no value are not liable to duty. Duty is repayable on commercial samples of value any single importation of which does not exceed 5,000 córdobas in value. A bond is filed to an amount equal to double the ascertained duties. This bond is released subject to the exportation of the samples within six months.

Cloths are only allowed in cuts not greater than half a vara of the full width of the cloth. One article only of each type or model of ready-made clothes, ties, etc., is allowed, the differences in cloth and colour being shown by cuttings only. Only one sample of each different type is allowed for cheap jewellery, cutlery, paints, china, varnishes, pencils, crayons, toilet preparations, medicines, foodstuffs, etc.

Panamá

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Routes :—There are direct steamship services with many European ports, with United States ports, and with the West Coast of South America. Colombia, Ecuador and Peru are accessible by air. Direct services with the United Kingdom are provided by the Pacific Steam Navigation Co., the New Zealand Shipping Co., Shaw Savill and Albion, and Elders and Fyffes. There are also direct services from the respective European countries provided by Dutch Royal Mail, Compagnie Generale Transatlantique, Hapag-Lloyd, Compañia Transatlantica, and Italian Line. N.Y.K. service to Japan.

Clothing :—Cotton drill, linen or similar clothing is worn. Sun helmets are not commonly used.

Ocean steamers make the transit of the Canal in seven or eight hours and their decks form the most advantageous point for seeing the Canal works and surroundings. The Isthmus may however, be crossed in two hours by train. There is a daily service of aeroplanes in each direction, also connecting the Isthmus with Central America and many of the South American Republics.

One of the numerous meeting-places between the new American and the old Spanish cultures, it has the conveniences of the one with the picturesque interest of the other. A point of sojourn for travellers to and from all parts of the world, it has hotels designed to increase the attractions of a tropical climate. The climate, the tropical foliage, the splendour of the sunsets, the profundity of the starry skies constitute a large part of the attractions of Panamá to the visitor.

Both from Cristóbal and Balboa there are regular services to the Pacific ports of Central America, notably to :—

Puntarenas (COSTA RICA)	San José (GUATEMALA)
San Juan del Sur (NICARAGUA)	Champerico ,,
Corinto ,,	Havana (CUBA)
Amapala (HONDURAS)	Mazatlan (MEXICO)
La Unión (SALVADOR)	Manzanillo ,,
La Libertad ,,	Acapulco ,,
Acajutla ,,	

There are regular sailings to the Caribbean ports of Colombia, Venezuela and the West Indies, Ecuador, Peru and Chile ; and sailings at irregular intervals to the minor Peruvian and Chilean ports. Also frequent sailings to New York, to Californian ports, to Vancouver and Seattle.

Cristóbal, in the Canal Zone, is the twin city of Colón, and its piers are the normal point at which steamer passengers arriving from the Atlantic break their journey, to rejoin the ship at either end of the Canal. Conveyances are always waiting at the Docks for the use of passengers wishing to make visits to Colón and other points. P.S.N.C. vessels call on homeward and outward voyages.

Air Services :—See under Air Section. Planes leave each Tuesday and Saturday for Brownsville, Texas ; on Monday and Thursday for Miami ; on Tuesdays and Fridays to Montevideo ; on Mondays and Fridays for Medellin.

Colón, a modern city, the capital of its province, situated at the Atlantic entrance to the Canal, is the terminus of the railroad, and is 47 miles north-west of Panamá City. The town was originally called Aspinwall, after one of the founders of the Panamá Railroad. The present name commemorates Columbus. It stands on what was formerly Manzanillo Island, now connected with the mainland. Formerly a hotbed of yellow fever, the campaign against the mosquito has improved the town out of all recognition. The town is outside the Canal Zone, where the Volstead Act applies, and is gay with night cabarets. Population, 30,000. The principal products are bananas, coconuts, pineapples, balata, timber, and ivory nuts.

There are opportunities of purchasing objects of local and other handcraft in the thoroughfare leading from Cristóbal. The points of interest near at hand include the Gatun Locks where ships in transit pass from sea-level to Gatun Lake ; Mount Hope ; the submarine base at Coco Solo ; the aerodrome at France Field and various military posts, including Fort Davis ; and the lawns and capital swimming pool in the grounds of the Hotel Washington.

Hotels :—Washington (December to April, $8 to $3.50 ; May to November, $6 to $2.50) ; Carlton Hotel, $5 to $3 ; Astor, Royal, Central, Paris, Las Palmas.

Rail :—Three trains daily on weekdays to Panamá, leaving at 7 a.m., 12.15 and 4.30 p.m. First class fare, $2.40. Luggage allowance, 150 lb. Second class fare, $1.20.

Air :—Planes for Panamá leave Folks River at 8 a.m., 1.30 p.m., and 5.30 p.m. Flight lasts 25 minutes, and costs $15.00. Round trip, $20.00.

Clubs :—Gatun Golf Club (18-hole) ; Strangers' Club ; Rotary Club.

The Panamá Canal Tarpon Club (entrance $15, annual subscription $15) has accommodation for anglers at the Gatun Spillway at a charge of $5 per day. Live bait is provided, tackle is loaned. The sleeping cots are not furnished with bedding. The kitchen has facilities for cooking foods bought from the club attendant. The hut is a few yards only from the Spillway, a torrent teeming with large fish.

Taxi Fares :—See under Panamá.

Ancón, overlooking Panamá City, an agreeable point at which to stay while visiting the Isthmus, has the amenities of a first-class

hotel, wide roads, and picturesque views of a palm-fringed shore. Here, among trees and flowers, is the first-class American Gorgas hospital.

Hotel :—Tivoli (overlooks Pacific ; December to April, $8 to $3 ; May to November, $8 to $2.50) ; owned by United States Government ; fishing, bathing, tennis, golf, shooting ; European plan.

Balboa, the Pacific entrance to the Canal, and named after the pioneer who first crossed the Isthmus, is a short tram ride from Panamá City. The Canal Administration has its offices upon Balboa Heights, overlooking the Pacific, and a visit is commonly paid by tourists. The Pool at this point is recommended as offering the best bathing. The Thatcher Highway connects Balboa with the national highway system at Arraijau. A ferry across the Canal is operated in connection with the highway. The trip to Pearl Islands (46 miles) is made by launch.

Shipping :—P.S.N.C. monthly, homeward and outward ; N.Y.K. vessels call on voyage north to San Francisco and south to Valparaiso.

Air Services :—See under Air Section.

Panamá City, capital of the Republic, with a population of 79,000, is upon the Pacific Coast, 47 miles from Colón. The town was built in the 17th century near the site of an earlier city. The ruins of Old Panamá are half an hour's motor drive from the modern city by a concrete road. The town was captured, sacked, and destroyed by Morgan, the buccaneer. The climate is good ; mean temperature about 80° Fahr. The main products are pineapples and bananas. There are breweries, mineral water works, shoe and furniture factories.

The palm-shaded beaches, the islands of the Bay, and the encircling hills constitute a large part of the charm of the city. The cabarets and night life are an attraction to the adventurous.

The Cathedral has twin towers and the domes are encased in mother-of-pearl. It stands in the main plaza of the city ; facing it are several public buildings, and the Episcopal Palace and old Government Palace. At the lower end of the Avenida Central, behind a group of Government buildings, stands the National Theatre—one of the finest of its kind. A noteworthy new building is the Palacio Municipal or City Hall. At the foot of Ancón Hill stands the Instituto Nacional, the University of Panamá. San José Church is notable for a golden altar which is said to have been preserved from the buccaneers by being painted in imitation of wood. The Cathedral, the post office building, and the churches of La Merced, Santa Ana, and Santo Domingo, were all built soon after the sacking of the city in 1671. The road to David is open.

Excursions :—By motor to Ancón, Balboa, Yacht Club, Miraflores and Pedro Miguel Locks or to Old Panamá via Bella Vista ; to Madden Dam across the Cruces Trail. Motor-car or "jitney" fares in the city zone are 15 cents gold for one passenger and 25 cents gold for two.

Bathing :—Bella Vista Beach and Taboga Island. Swimming pools.

Clubs :—Union, Century, Miramar, Rotary.

Addresses :—Panamá Tourist Bureau, 33, Avenida Central ; British Legation, Exposition Grounds.

Golf :—Panamá Golf Club ; Amador Golf Club ; Miraflores.

Fishing :—Mackerel, red snapper, and other fish in the bay.

Racing :—Juan Franco Racecourse. Sundays.

Hotels :—Central, single rooms and board, $3.50 to $5.00 daily. Single rooms without meals, $1.50 to $3.00 and upwards. Meals, $3.00 a day. Tivoli (at Ancón, distant one mile), single rooms, $3 to $6 daily. Meals about $2.50. Internacional, Corcó, Colombia, Metropole, Continental, American, France, Europa.

Rail :—Trains to Colón thrice daily, at 7.5 a.m., 12.20 and 4.35 p.m. Luggage allowance, 150 lb.

Taxi Fares :—Town divided into Zones ; fare for 1st zone, 15 cents, plus 10 cents for each extra passenger or package. Time schedule for stoppage, $3.00 per hour, minimum charge of $1.50. No tips.

Air Services :—See under Air Section.

The "Tourist Bureau" (address above) publishes a most useful leaflet, "Sightseeing in Panamá."

Taboga Island, Panamá Bay, one hour from Balboa by launch, is an extinct volcano rising from the waters of Panamá Bay. The architecture is interesting, and the island is a favoured summer resort. The climate is healthy, and the island pineapples and mangoes have a high reputation. The sea-bathing is good, and there is an interesting native village.

Hotel :—Aspinwall.

Points of Interest :—Church (the second oldest in the Western Hemisphere) ; Morro Island, Fishing Village, Taboguilla Island, Old Spanish Cemetery.

Aguadulce, a seaport on the Pacific in the province of Coclé is 28 miles from Penonomé and 113 miles from Panamá City. It is reached by steamer, or by motor road. The port facilities are being enlarged. Population, 21,500.

Air Service :—See under Air Section.

Almirante, on the south-western side of the Chiriqui Lagoon, a headquarters of the United Fruit Co., has a 1,000 ft. dock, a modern hospital, and a number of auxiliary enterprises, including a cold storage plant. Rail connection to Bocas del Toro.

Bocas del Toro, capital of the province, stands on an island of the same name in Chiriqui Lagoon. It ranks third in importance in the Republic, and has virtually been re-created since 1906 ; population, 2,337. The export banana business is carried on upon a large scale. Bocas is reached from Colón (160 miles) by local steamer, or by a weekly motor launch. It is headquarters of the United Fruit Co., and is readily accessible from Port Limón, Costa Rica (60 miles by sea). Products : Bananas, coffee, cacao, coconuts, tobacco, and hides.

Hotels :—Washington, Central.

David, capital of the province of Chiriqui, one of the largest and richest provinces, has 5,000 population. It lies on the David River, five miles from Pedregal, its port. It is 310 miles from Panamá City, and is accessible from that and other Pacific ports by river steamers. The time of transit from Panamá varies according to the number of wayside calls, and at best is 30 hours. A road runs to Santiago and Panamá City, but is difficult during the rainy season. There is rail communication with Concepción, Pedregal, Dolega, Potrerillos, Boquete, and Puerto Armuelles. Products : Coffee, cacao, sugarcane, maize, rice, bananas, and cattle. There are tanneries and shoe factories. Exports include hide, deer skins, pearls, mother-of-pearl and tortoiseshell.

Hotel :—Santiago Lombardi.

Air Services :—See under Air Section.

El Porvenir, in the Bay of Mandingo, east from Colón, is the newest port on the Atlantic coast; opened in 1916.

Pearl Islands, 40 miles south-east of Panamá City, a centre of the pearl fishery, are visited by launch, especially by sea-anglers. The Tourist Bureau organizes periodical two- or three-day excursions. Fish, including Spanish mackerel, red snapper, corbina, and other species abound. The native fishers inhabit bamboo huts.

Porto Bello, 20 miles north-east of Colón, is reached by sea. Columbus used the harbour in 1502, and it was a Spanish garrison town for more than two centuries. Drake died and was buried at sea off the Bay of Porto Bello, where stood Nombre de Dios, then the head of the Gold Road. There are the ruins of a cathedral and of various forts, a waterfall, and mountain views. The local rainfall averages 163 inches per annum. The population to-day is only 733. There are extensive banana plantations in the district.

Puerto Armuelles. In connection with the United Fruit Co.'s activities a Pacific port has been opened at Puerto Armuelles near the Costa Rican frontier. A wharf has been constructed there and vessels can anchor in deep water close to the shore. Puerto Armuelles and Bocas del Toro are as yet the only ports in the Republic proper at which ocean vessels habitually call.

Santiago, capital of Veraguas province, is 155 miles from Panamo City. It can be reached from Panamá by steamer *via* Puertá Mutis or Aguadulce, thence by motor over an excellent road, or all the way from Panamá by road (the best way). This road has been pushed forward as far as David. Population, 2,000.

Air Service :—See under Air Section.

PHYSICAL FEATURES.

The Republic is bounded on the north by the Caribbean Sea, on the east by Colombia, on the south by the Pacific Ocean, and on the west by Costa Rica. It contains the Panamá Canal Zone, a strip of land 10 miles wide occupied by the United States.

The total area is 32,667 square miles, about one-fourth of which is inhabited. The length of coast-line is 477 miles on the Atlantic and 767 miles on the Pacific side. The two mountain ranges traversing the country enclose a number of valleys and plains with excellent pasturage for cattle. There are extensive forests on the slopes of the mountains, and numerous banana plantations along the Atlantic coast.

The **climate** is tropical, with a heavy rainfall, especially on the Caribbean coast. In the interior, at the higher altitudes, the temperature averages about 66° Fahr. On the coast the mean temperature is about 80° Fahr. The dry season extends from January to April. The heaviest rains occur during October and November. On the Atlantic coast the average annual rainfall is about 130 in.; on the Pacific, 70 in.; and in the interior, 93 in.

According to the census of 1930 the **population** of the Republic is 467,459, with 78,522 whites, 69,390 negroes, 22,418 mulattos, 42,894 Indians, 4,703 Orientals, and 249,397 mestizos. Within

the Canal zone in June, 1933, there were 31,839, of whom 8,654 were Americans.

ADMINISTRATION.

The eight provinces, with their capitals, are Bocas del Toro (Bocas del Toro), Coclé (Penonomé), Colón (Colón), Chiriqui (David), Herrera (Chitré), Los Santos (Las Tablas), Panamá (Panamá), Veragua (Santiago). The Pacific island of Coiba, 30 miles from the mainland, of Pedregal, Chiriqui, is reserved as a penal colony.

PAST PRESIDENTS (since 1920).

Ernesto Lefevre	1920
Dr. Belisario Porras	1924
Rodolfo Chiari	1928
Florencio H. Arosemena	1928
Ricardo J. Alfaro	1931

PRESIDENT.

Dr. Harmodio Arias.

MINISTRY.

Treasury	Enrique A. Jiménez.
Public Instruction	Dámaso A. Cervera.
Foreign Relations	Juan Demóstenes Arosemena.
Government and Justice	Juan Antonio Jiménez.
Public Works and Agriculture	Alejandro Tapia Escobar.

Constitution :—Panamá asserted its independence of Colombia on November 3, 1903. The Constitution, amended in 1918 and 1928, provides for a Chamber of Deputies of 46 members (one for every 15,000 inhabitants), elected for four years. The President is elected by direct vote for four years and is not eligible for the succeeding term.

The **language** of the country is Spanish ; but English is understood by the majority of commercial men in Panamá and Colón.

Roman Catholicism is the religion of the Republic. Protestantism has a large following in the Canal Zone.

NATURAL RESOURCES.

The soil is fertile and the vegetation luxuriant, but comparatively a small part of the country has been brought under cultivation by forest-clearing. The cultivation of the land is still very primitive. Better class Panamanians have no great aptitude for the soil and prefer to gain their living in the towns. Only 85,000 are engaged in agriculture, and most of these on the large scale banana, cacao and coffee plantations. There are large areas, notably in Chiriqui Province, suitable for cultivation.

Bananas are a product principally of the Caribbean coastal area, and are shipped most largely from Colón and Bocas del Toro on the Costa Rican border. Bananas are collected at Colón from estates near Lake Gatun, San Blas and from Armila near the Colombian frontier. Owing to impoverishment of the soil, and banana disease, the United Fruit Company is transferring the centre of its activities from Almirante to the Progreso region of Chiriqui. The Company

has also acquired land at Toscosi on the Pacific coast of Veraguas

Bocas del Toro has hitherto yielded the best fruit, and despite plant diseases about 1½ million stems, chiefly of the Gros Michel variety, are produced annually at that point. Bananas account for about three-fifths of the total exports and are marketed almost solely in the United States. Exports: 1929 -3,620,000 stems; 1930—2,404,000 stems; 1931—1,876,590 stems, valued at $1,732,646; 1932—1,422,929 stems.

Coconuts are produced chiefly on the Atlantic seaboard and on the coral islands and coasts of the Gulf of San Blas. The nuts from this district have an excellent reputation. The trees come into full bearing in about eight years. Exports are now on a much reduced scale.

The production of **sugar** is steadily increasing. The chief plantations are in the Provinces of Coclé and Chiriqui, and the principal concern is the Santa Rosa at Aguadulce. Cane grows rapidly even in the absence of high cultivation. No duty is paid upon machinery and there are five sugar mills. The distillation of industrial alcohol is carried on upon a considerable scale. Local production is almost sufficient to satisfy the home market. There is an import duty to protect native production. Average production is 90,000 bags (of 100 lb. each), but was only 50,000 bags in 1930-31, and 60,000 bags in 1931-32. The 1932-33 crop is provisionally estimated at 90,000 bags.

Cacao, the second most valuable export product of Panamá, is grown on a large scale by the United Fruit Company on derelict banana lands in the Almirante District. Production there is on the increase. Cacao is also grown at Chiriqui, a fine quality being produced which realises the best figures in London. Exports for year ended June 30, 1931: 5,414 metric tons, valued at $897,342.

A good grade of **coffee** is grown in Chiriqui and is sufficient to supply the local demand. Plantations on scientific lines are only found at present near Boquete, in Chiriqui, where conditions are excellent. Much is also hoped from the neighbouring Volcan regions, where 1,000,000 trees are now growing. A macadam road is being built through the district, to connect with the Chiriqui railway at Concepción, and in the dry season it is possible to reach the region by car from the capital, a distance of 400 miles. There are small plantations also at Veraguas. Production in 1931-32, 17,000 quintals; 1932-33, 12,000 quintals, of which about 80,000 kilos were exported to Europe.

Cubé. A local company has been formed to establish plantations of Cubé, a plant whose roots yield a high percentage of rotenone, a poison used in the manufacture of insecticides. Hitherto the only source of supply has been the Derris root, which, however, yields only a small percentage of rotenone.

Rice grows in the coastal regions and upon the lower hills. In the opinion of experts maize might be made one of the most important crops. Tobacco is grown, but not scientifically. Cotton has been grown on a small scale.

There is a small output of rubber ; mahogany and other valuable tropical woods are also grown. Copaiba, sarsaparilla and ipecacuanha are exported, and tobacco in moderate quantities, as well as balata, mother-of-pearl, and tortoiseshell. A new industry, the production of a superior kapok, has recently been started. Soil and climatic conditions are said to be ideal.

Cattle-raising is one of the more important sources of wealth, and the savannahs of Coclé, in Chiriqui, and the western province give good grazing. There are probably 350,000 head of cattle, most of them of small native breed, with a proportion of improved stock. The meat is consumed within the country, but the hides are exported. About 40,000 head are slaughtered annually.

Important concessions for the mining of **gold** have been granted by the Government of Panamá to the Panamá Corporation, an English company. Production was started in 1933 at the Remance quartz mines in the Province of Veraguas, the alluvial area known as El Mineral on the Atlantic coast in the same province, and the Sabalo alluvial area in the Province of Darien. Samples from a rich reef in the Remance mine gave 11 ozs. of gold per ton.

There are **manganese** deposits at Mandingo Bay in the San Blas Gulf, and in the Boqueron Valley near Nombre de Dios and in the Province of Veraguas. The ore appears in boulder and blanket formation. The grade is high, and the visible supply has been estimated at several million tons.

Aluminium, coal, iron, and asbestos have been found, in addition to the minerals named.

Flora and Fauna :—The vegetation is practically that of a tropical rain forest, and the species of flowering plants probably exceed 2,000 in number.

Over 50 species of commercially valuable timber are found and many medicinal plants. Toquilla palms, yielding hat straw, grow wild.

Hardwoods :—On the Pacific coast side of the Province of Veraguas there are extensive forests of valuable hardwoods, including mahogany of a very fine class, also a somewhat similar kind of wood called Maria or Santa Maria. The mahogany is much superior to that found in other parts of the Republic. Other hardwoods, particularly those used for veneer, are now being exported, to supply the new demand for tropical fancy hardwoods used for interior decorations.

Of mammals, the chief are opossums, sloths, ant-eaters, armadillos, peccaries, deer, tapir, olingos, rats, tayra, agoutis, pacas, squirrels, rabbits, racoon, coati, ocelot, jaguarondi, jaguars, bats, night monkeys, howling monkeys, white-throated capuchin monkeys, and the spider monkey. There is a biological station at Barro Colorado in connection with the National Research Council, Washington, D.C., U.S.A.

Alligators abound in the creeks of the coast. Duck and other migratory birds are plentiful in season. The Pacific Coast abounds in fish of many kinds. There are facilities for sporting trips of

several days' duration in comfortable motor boats at moderate prices.

Panama's Income :—Panamá seemingly has an unfavourable balance of trade to the extent of $15,000,000, more or less, as its total exports in normal years are about $3,500,000, against total imports of approximately $18,000,000. The difference of $15,000,000 is made up of money that comes into the Republic through irregular channels, the most important of which are the expenditures made in the country by the employees of the Panamá Canal, Panamá Railroad, United States Army and Navy personnel stationed on the Isthmus, frequent visits of the United States Navy, and a large number of transients, which includes tourists, commercial travellers, and cruise ships passing through the canal.

Exports :—The chief commodities are stated in the order of their respective importance : Bananas, cacao, coconuts, hides, perilla gum, tortoiseshell, ivory nuts, mother-of-pearl, pearls, timber and balata.

The following table gives the latest trade statistics :—

	Exports.	Imports.
1932	$2,751,000	$8,129,000
1931	$2,608,000	$13,492,459
1930	$3,408,201	$18,337,478
1929	$4,262,124	$19,277,989

Foreign Debt :—External, $18,984,310. Internal, $2,887,810.

INDUSTRIAL DEVELOPMENT.

Brewing, distilling, and the manufacture of soap, candles, shoes and hats are conducted on a minor scale, and there is a small tobacco factory. Coral and sponges are obtained off the coasts, and pearls from the Pearl Islands, about 50 miles from Balboa. Sea salt is evaporated at Aguadulce. Alcohol is distilled in the sugar provinces. There are three factories at Panamá City turning out men's tropical clothing. Nearly all furniture is made locally.

INTERNAL COMMUNICATIONS.

Roads :—Progress has been made of late years in the construction of good roads beyond the limits of the Canal Zone. Roads passable by motors are now open from Panamá eastwards to Chepo, northward to Summit and Alhajuela and the Madden Dam, now being built to increase the available supply of water for the Canal. Westwards the road runs to Santiago and David, near the Costa Rican border, and there is a branch trunk road of 50 miles from Divisa to Puerto Mensabe *via* Chitre.

Extraordinary numbers of bridges are necessitated by the contours, and the heavy rains demand exceptionally solid construction. There is a ferry service between Balboa and the opposite side of the Canal, connecting there with an excellent road into the interior.

Railways : –In addition to the railroad which forms part of the Canal undertaking, there are certain lines in Chiriquí Province. In connection with the establishments of the United Fruit Co. in Chiriquí, 25 miles of line have been opened, joining Concepción to

Puerto Armuelles. From Concepción the original system (about 65 miles of line) runs to David, the capital, the adjacent tidal port of Pedregal, and to the high coffee-growing region of Boquete. Ocean steamers can call at Puerto Armuelles, and the communications of Chiriqui with the outside world are no longer restricted to Pedregal.

The United Fruit Company run a plantation line of 157 miles from Almirante in Bocas del Toro Province, for the carriage of freight and passengers. There is another from Colón to Fort Randolph, 10 miles.

Immigration is restricted. Admission is denied to various Asiatic and Levantine races and even readmission after absence is conditional. West Indian negroes are admitted conditionally into the Republic and the Canal Zone. Employers are obliged by law to engage Panamanian labour in allotted proportions, rising to 75 per cent. unless the enterprise requires technical knowledge not available within the country.

Coloured people best resist the conditions and tropical diseases incidental to life outside the Canal Zone, and efforts at colonization by European labourers have met with no success. Sanitation has almost abolished epidemics within the Zone, but the climate, though good, is somewhat enervating after prolonged residence, and periodical returns to a temperate country are necessary to the well-being of Europeans.

Living is costly and employees of the U.S. Government are granted salaries 25 per cent. higher than in the United States, in addition to privileges in the purchase of necessaries, cheap rent, etc.

CURRENCY, WEIGHTS AND MEASURES.

The standard of **currency** is the silver "Balboa," legally equivalent to the United States gold dollar. United States silver and nickel coins and paper money circulate throughout the Republic, almost to the exclusion of other currency. There is no Panamanian paper money. Panamá coins in circulation are one Balboa, 50, 25, 10 and 5 cents.

The silver peso is of the same value as 50 cents American money; the medio peso, 25 cents; dos reales, 10 cents; and un real, 5 cents.

The **metric** system is official. The vara is in use, and English weights and measures are commonly understood. The United States gallon, smaller than the English, is used for liquids.

POSTS AND TELEGRAPHS.

Panamá is in the Postal Union, and foreign letters are handled at Panamá, Colón, and Bocas del Toro.

Foreign Postage :—To the following countries, 2 cents from Panamá, 3 cents from the Canal Zone: All South and Central American Republics, Spain and Spanish Possessions, Cuba, Dominican Republic, United States and Possessions, Canada, Newfoundland and Samoa.

Other foreign countries, 5 cents.

Letters can be sent by air mail to the surrounding countries for a charge of 20 cents per half ounce. A considerable saving of time is effected to the United States and to the countries of Central and South America. Letters sent to Europe by air mail as far as New York sometimes save two or three days. The minimum time in which a letter can reach Europe with the assistance of the air mail is eleven days.

Inland letters, Canal Zone, 3 cents per ounce ; Panamá Republic, 2 cents.

There are 33 telegraph and 189 national telephone offices. The United States Government has **wireless stations** at Balboa, Darien, Colón and Coco Solo, all open to commercial traffic. A **broadcasting** station has been established at Balboa. The All-American Cables, Inc., offer an ocean cable service.

PRESS.

The " Star and Herald " and the " Panamá-American " (Panamá) are the two largest daily newspapers (English and Spanish). Other papers are " El Diario de Panamá " (daily) ; " El Tiempo " (daily, Spanish) ; " Ecos del Valle " (daily, Spanish) ; " El Grafico " (Saturday, Spanish) ; " La Prensa Ilustrada " (Thursday, Spanish) ; " Hoy " (weekly illustrated).

CONSULATES IN GREAT BRITAIN.

RESIDENCE.	DESIGNATION.	NAME.
Paris	Envoy Extraordinary and Minister Plenipotentiary	Dr. Belisario Porras.
London .. .. .. (232 Finsbury Pavement House, E.C.2).	Consul-General	I. de J. Valdes, Jr.
Birmingham	Consul	Sergio S. Sauri.
Cardiff	Consul	Alfred J. Bovey.
Glasgow	Vice-Consul	Charles John Cleland.
Liverpool	Consul	Daniel Chanis, Jr.
Newcastle-on-Tyne ..	Vice-Consul	T. F. Weidner.
Nottingham	Consul	Henry W. Krabe.
Swansea	Vice-Consul	Alfred Rhode.

BRITISH LEGATION AND CONSULATES.

The letter (M) denotes that the Consular Officer holds a Marriage Warrant. Members of the Diplomatic Corps do not require Warrants.

RESIDENCE.	RANK.	NAME.	CONSULAR DISTRICT.
Panamá ..	Envoy Extraordinary, Minister Plenipotentiary, and Consul-General	Sir Josiah Crosby, K.B.E., C.I.E.	Republic of Panamá.
Bocas del Toro ..	(M) Vice-Consul ..	C. H. A. Marriott ..	Republic of Panamá, and the Panamá Canal Zone.
	Vice-Consul ..	William H. Ponton ..	
	Pro-Consul ..	Rev. E. C. Notman ..	
Colón	(M) Consul ..	Eric A. Clough.	
	Vice-Consul ..	F. B. Rundall.	
	Pro-Consul ..	Lincoln Delgado.	

PUBLIC HOLIDAYS.

January 1 and 2 : New Year.
January 21 : Foundation Day.
February 22 : Washington's Birthday.
May 1 : Labour Day.
May 30 : Memorial Day.
July 4 : Independence Day.
July 14 : Fall of Bastille.
July 24 : Bolívar Day.
September 2 : Labour Day.
October 12 : Discovery Day.
November 3 : Secession from Colombia.
November 4 : U.S. Thanksgiving Day.
November 28 : Independence from Spain.
December 25 and 26 : Christmas.
Carnival : Mon. aft. and Shrove Tues.
Easter : Holy Thurs. aft. and Good Fri.

A PANAMANIAN CALENDAR.

1501. Rodrigo Galvan de Bastidas discovers Panamá. Columbus, on his fourth voyage, reaches Porto Bello.
1513. Vasco Nuñez de Balboa crosses the Isthmus and discovers the Pacific Ocean.
1514. Pedro Arias de Avila arrives as Governor of the Gulf of Uraba.
1519. Balboa beheaded.
1546. La Gasca arrives at Nombre de Dios.
1595–6. Drake captures Nombre de Dios.
1597. The Spaniards fortify Porto Bello.
1602. William Parker's freebooting expedition.
1670–1. The pirate Henry Morgan burns and loots Panamá.
1673. The present city of Panamá founded.
1698. William Patterson's attempt to colonize the Isthmus of Darien.
1700. Patterson surrenders to the Spaniards and leaves the colony.
1821. Panamá declares its independence. Union with Colombia.
1850. Railway to link up Colón and Panamá City begun.
1855. Railway linking up Colón and Panamá City opened.
1888. De Lesseps plans the Panama Canal.
1900. Boundary dispute with Costa Rica settled by arbitration.
1903. Panamá asserts its independence of Colombia.
1903. Treaty between Panamá and the United States for the Panamá Canal.
1904. Dr. Manuel Amador Guerrero elected first President.
1904. Constitution promulgated.
1914. Opening of Panamá Canal to commercial traffic.
1919. Joins the League of Nations.
1924. Panamá recognized by Colombia as a nation.
1928. Death of Maj.-Gen. Goethals, Canal Engineer.
1931. Visit of the Prince of Wales.

Information for Passengers.

The visa of a Panamanian Consul is requisite in general, upon the passports of all foreign subjects visiting the Republic whether for long or short periods. Dutch, German, and U.S. citizens on temporary visits do not require a visé. All travellers must furnish proof that they are able to support themselves and any dependents in their company, and before being accorded permission to live in the Republic must deposit an amount sufficient to cover their repatriation in case they become destitute.

The fee for a visa is $5.00, ordinary or transit. A fresh visa must be obtained for each visit.

Exception will be made, however, in the case of persons travelling on scientific missions, members of theatrical troupes having duly authorized permits, officials of foreign governments, employees of the Panamá Railway, patients coming for treatment in Panamánian hospitals, and students whose purpose is attested by the proper documents. Persons who are under contract for professional services with firms within the country, wives, and minor children of persons who are already resident in the country and can prove their ability to maintain them, and tourists continuing on the same ship or having their return tickets are likewise exempted from the provisions of the decree.

Guidance for Commercial Travellers.

There are no restrictions upon commercial travellers in the Canal Zone, provided a traveller takes orders from samples. One who disposes of his samples must take out a pedlar's licence.

Panamá Republic :—As proof of their *bona fides* travellers must show a certificate signed by a Chamber of Commerce and vouched for by a Panamanian Consular Officer. Samples are admitted on deposit, but must be re-exported within six months, when the deposit is repaid. They are liable to be stamped for identification purposes. Passports must be visaed ; otherwise there is no restriction on travellers of European descent.

Trade Representatives :—The Federation of British Industries has a representative ; the U.S. Government maintains a commercial attaché ; the Canadian Government has a Trade Commissioner, all with offices in Panamá City.

Panamá and Colón are the only towns worth visiting. Orders are usually placed in September or October.

THE PANAMÁ CANAL.

The axis of the Isthmus in the Canal Zone runs south-west to north-east, and the Canal is cut almost at right angles, i.e. north-west to south-east. The Pacific outlet is accordingly east of the Atlantic end by nearly 27 miles, and at dawn the traveller sees the sunrise over the Pacific.

The site of the Canal was chosen not solely because of its narrow width. At this point the hills forming the backbone of the Isthmus are at their lowest. The Canal follows the valley of the Chagres River on the Atlantic side, and that of the Rio Grande on the Pacific slope. The Gaillard or Culebra Cut spans the distance between. As the crow flies the distance across the Isthmus is 34 miles, and from shore to shore the Canal is 42 miles, or 50½ miles from deep water to deep water (in nautical miles 44·08).

The width of the Canal, of 500 ft. in the sea-level section, is 500-1,000 ft. in Gatun Lake, and not less than 300 in the Cut. The depths are 42 ft. in the Atlantic sea-level section, 45 ft. in the Pacific section, and 45–85 ft. in the Lake. The mean level of the Pacific is some 8 in. higher than the Atlantic, but the disparity is not constant throughout the year. On the Atlantic side there is a normal variation of 1 ft. between high and low tides ; and on the Pacific about 12½ ft., rising sometimes to 21 ft.

Constant dredging is necessary to maintain a clear channel through the 9-mile Gaillard Cut, and the work is done during the hours in which the canal is closed to traffic.

The Gatun Lake, formed by damming the Chagres, is 85 ft. above sea-level, and the ascent is made by a series of three steps at Gatun Locks. The descent to Pacific level is made by means of the Pedro Miguel Lock, Miraflores Lake, and Miraflores Locks. The flights are duplicated, so that ships may be passed in opposite directions simultaneously. Each lock-chamber has 1,000 ft. of length, 110 ft. width, and some 70ft. depth. The lock gates weigh 300–600 tons per leaf. The lowest are 47 ft. high, and the largest 82 ft. Timbers

and rubber flaps prevent leakage between the gates and the sills of the locks.

The Gatun Lake, even in a relatively dry year, receives an inflow of about 200 billion cubic feet of water, of which about one-half pours over the spillway. The construction is in progress of a high-level reservoir, the Madden Dam, to feed the lake and provide for projected additional locks which would materially enlarge the capacity of the Canal.

The lock machinery is electrically operated, and much power is used in opening and closing the 23 lock gates (aggregate weight 25,000 tons), raising and lowering the 12 fender chains, and opening and closing the valves. Power for this and other purposes is derived from the hydro-electric station, worked by the spillway from Gatun Lake.

Canal History :—The idea of constructing a canal to unite the Atlantic with the Pacific was already old when Ferdinand de Lesseps arrived in Panamá in 1881 and started his preliminary surveys. Canals—open, level, through tunnels, or with locks—had been planned along various routes, but that fixed upon by de Lesseps was from Limón Bay to Panamá by the Chagres and Rio Grande. A company was formed to carry out this scheme in 1881, with a capital of £53,000,000. Nineteen miles were prepared before the crash in 1891.

The chiefs of the French Canal Company, convinced of their inability to complete the work, started negotiations with the United States and Colombian Governments. Eventually, by the Herran-Hay Treaty, they were authorized by Colombia to sell all rights and properties to the American Government. This treaty was strongly opposed in Colombia, and its ultimate rejection led to Panamá proclaiming her independence in 1903, and signing the Canal Treaty in November of the same year.

The price paid by the United States Government to Panamá for construction rights was ten million dollars. The French company received forty millions for its rights and properties. The total cost amounted at completion to $375,000,000. The Canal was opened to commercial traffic August 15, 1914. By an agreement, made in 1913, the U.S. Government pays to the Republic of Panamá $250,000 a year.

In the fiscal year 1933 the vessels of all kinds passing through the canal numbered 4,494. The tonnage of cargo transported was 18,177,728.

Canal Offices :—The seat of government of the Canal Zone is at Balboa Heights. The building containing the offices of the Governor and the higher officials is on a slight bluff on the western side of Ancón Hill, overlooking the surrounding country from Ancón to the Canal entrance. The private residences of the higher officials surround the administrative offices, and the quarters of other officials are in Ancón or Balboa, and along the slopes of Sosa Hill.

Colonel J. L. Schley is Governor of the Canal Zone.

The Canal undertaking, together with the railroad company, employs some 13,350 persons.

The Canal Zone: The Panamá Canal and Railroad.

PANAMÁ CANAL ZONE.

The Panamá Canal Zone, a strip ten miles wide, extends from the Atlantic to the Pacific across the Isthmus. It includes the waters of Gatun Lake and the land round it within the 100-ft. contour line from mean sea-level. The Canal runs through the centre of the Zone, its ports being Colón and Cristóbal on the Atlantic, Balboa and Panamá on the Pacific. This territory is administered by the United States, through the Governor of the Panamá Canal, but the cities of Panamá and Colón, with their harbours, are excluded from his jurisdiction and remain under the Republic of Panamá. Cristóbal and Balboa, the only harbours that need be used by ships passing through the Canal, are under United States rule.

Postal Service :—There is a regular mail service to and from the United States several times a week, and from other countries according to steamship service. Mail from the United States is received approximately one week after posting. Mail for officers or crews of vessels passing through the Canal or calling at terminal ports, unless specially addressed to a local steamship agency, is forwarded to the postmaster at Cristóbal for delivery. The Cristóbal post office is officially advised of the movements of vessels, and mail is forwarded in the most expeditious manner, by rail or launch. Cristóbal and Balboa have become the

terminal ports of the Canal, in place of Colón and Panamá, and letters addressed to agents of steamship lines at the latter places frequently fail to be delivered in time.

Sanitation :—When the United States undertook the construction of the Canal in 1904, Panamá was one of the most unhealthy spots in the world. Yellow fever and malaria had been endemic for years, and these, rather than engineering difficulties, had been responsible for the failure of the French engineer, Ferdinand de Lesseps. Yellow fever has been stamped out, and malaria has been diminishing ever since Colonel Goethals, the first Governor of the Zone, started his campaign. The work of the late Colonel W. C. Gorgas in the same connection has been commemorated by the opening of an Institute at Panamá City for the study of tropical diseases. There is now no malaria except in parts of the interior.

The **quarantine** regulations and requirements in brief summary are :—

The quarantine officer will board vessels on the Atlantic side anywhere in the bay ; on the Pacific side between San José rock and the entrance of the channel. No vessel is allowed to go to a wharf without authority from the quarantine officer. Boarding hours are from sunrise to sunset.

All vessels from foreign ports are subject to inspection, and all vessels so subject shall be considered in quarantine until granted free pratique, and shall fly a yellow flag from the foremast head from sunrise to sunset.

One crew list and one passenger list must be handed to the quarantine officer when he comes aboard. Vessels must not proceed until these lists have been produced. This does not apply to troopships, men-of-war, or ships carrying contract labourers.

Masters of vessels will be held strictly responsible that no unauthorised person leaves the ship while in the terminal ports, passing through the locks, or in Canal waters. Any violation of this law will subject the vessel to delay and the master to a heavy penalty.

The **Panamá Railroad** runs from Colón to Panamá City (48 miles). A branch line of 5 miles connects Colón with Fort Randolph.

The old Panamá Railroad followed the valley of the Chagres River from Gatun to Gamboa, but this part is now submerged in Gatun Lake, the Canal following the route of the old railway very closely. From Gamboa it crossed the Divide through the present site of Culebra, thence through Paraiso and the bed of what is now Miraflores Lake to Panamá. It was not found possible to utilize much of the old road when the Canal was made, and it was mostly relaid to run roughly parallel with the Canal to the eastward.

There are three train services across the Isthmus and between local points daily. Single fare, $2.40. The railroad is owned by the U.S. Government. FARE, 1st class return, Panamá–Colón, $4.80. There are stations at Mount Hope, Gatun, Quebrancha, Monte Lirio, Bohio, Frijoles, Darien, Gamboa, Summit, Pedro Miguel, Corozal, Balboa Heights, and Panamá City. The crossing of the Isthmus by train takes rather less than two hours, or approximately one-quarter of the time taken by steamers.

There are frequent Aeroplane Services between Cristóbal and Balboa. Fare, single, $10.00 ; round trip, $15.00. Sight-seeing trips are arranged over the Canal and other places.

COMPARATIVE DISTANCE (IN NAUTICAL MILES) AND DIFFERENCE IN DISTANCES VIA PANAMA CANAL AND OTHER ROUTES.

To	Via	From New York.	New Orleans.	Liverpool.	Hamburg.	Suez.	Panamá.
Seattle ..	Magellan	13,910	14,369	14,320	14,701	15,397	—
	Panamá	6,039	5,501	8,654	9,173	10,447	4,021
Distance	saved	7,871	8,868	5,666	5,528	4,950	—
San Francisco	Magellan	13,135	13,551	13,502	13,883	14,759	—
	Panamá	5,262	4,683	7,836	8,355	9,629	3,245
Distance	saved	7,873	8,868	5,666	5,528	4,950	—
Honolulu ..	Magellan	13,312	13,728	13,679	14,060	14,756	—
	Panamá	6,702	6,123	9,276	9,795	11,969	4,685
Distance	saved	6,610	7,605	4,403	4,265	3,687	—
Guayaquil	Magellan	10,215	10,631	10,582	10,963	11,659	—
	Panamá	2,810	2,231	5,384	5,903	9,192	793
Distance	saved	7,405	8,400	5,198	5,060	2,467	—
Callao ..	Magellan	9,613	10,029	9,980	10,361	11,057	—
	Panamá	3,363	2,784	5,937	6,456	7,730	1,346
Distance	saved	6,250	7,245	4,043	3,905	3,327	—
Valparaiso	Magellan	8,380	8,796	8,747	9,128	9,824	—
	Panamá	4,633	4,054	7,207	7,726	9,000	2,616
Distance	saved	3,747	4,742	1,540	1,402	824	—
Wellington	Magellan	11,344	11,760	—	—	9,694	—
	Suez ..	—	—	12,989	13,353	—	—
	Panamá	8,851	8,272	11,425	11,944	9,205	6,505
Distance	saved	2,493	3,488	1,564	1,409	489	—
Melbourne	C. of Good Hope ..	13,162	14,095	—	11,845	8,186	—
	Suez ..	—	—	11,654	—	—	—
	Panamá	10,392	9,813	12,966	13,452	10,713	7,928
Distance	saved	2,770	4,282	1,312	1,607	2,527	—
Manila ..	Suez ..	11,589	12,947	9,701	9,892	6,233	—
	Panamá	11,548	10,969	14,122	14,608	11,869	9,370
Distance	saved ..	41	1,974	4,421	4,716	5,636	—
Hong Kong	Suez ..	11,673	13,031	9,785	9,976	6,317	—
	Panamá	11,691	11,112	13,957	14,443	11,704	9,195
Distance	saved	18	1,919	4,172	4,467	5,887	—
Yokohama	Suez ..	13,566	14,924	11,678	11,869	8,210	—
	Panamá	9,798	9,219	12,372	13,858	11,119	7,682
Distance	saved	3,768	5,705	694	1,989	2,909	—
Panamá ..	.. ..	2,017	1,438	4,591	5,110	6,387	—

PARAGUAY

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RIVER ROUTES.

The best means of communication in Paraguay is by steamer on the Paraná and Paraguay Rivers. Passengers from Buenos Aires for the ports on the Upper Paraguay change at Asunción. Services depend rather upon the state of the river, but generally there is a weekly service to Concepción, a weekly service to Puerto Sastre, and a bi-weekly service to Corumbá, with stops at nearly all the intermediate points.

Connections are made by vessels on the Paraná River with vessels plying between Asunción and Buenos Aires at Corrientes, which stands at the confluence of the Paraná and Paraguay Rivers. A vessel leaves Corrientes twice weekly for Posadas. A weekly vessel leaves Posadas for Puerto Aguirre, and another for Méndez, stopping at all ports on the Upper Paraná.

Copies of the **Guía Fluvial,** giving complete schedules and fares between ports, can be obtained free at the Mihanovich office in Buenos Aires.

PARAGUAY.

Asunción, the capital, on the east bank of the Paraguay River, near to the confluence with the Pilcomayo, is accessible by steamer *via* the Paraná River, or by train (935 miles, 52 hours) from Buenos Aires. Merchandise for the capital is transhipped into river steamers either at Montevideo or Buenos Aires. Port works upon a large scale are nearing completion and should much facilitate the handling of cargo.

The urban population of 90,033 represents about one-sixth of that of the whole country, and the district population is given as 228,600. Settlement began at this point in 1536 with the foundation of a fort upon the Day of Assumption. The hills behind the city overlook the river and the broad rectangular streets of the modern town. Higher buildings have been erected, but the dwelling-houses are in large part single-storied and built in Spanish-Moorish style with patios and fountains. The red tiles and the abundance of orange blossoms and roses lend a picturesque touch to a sunny and pleasant city. The Botanical Park is exceptionally beautiful; other pleasant places of rest are the Caballero Park, the Plaza Uruguaya, the Plaza del Congreso, Plaza Independencia, and the Plaza Santo Domingo.

The public buildings of chief note are the National Palace, National College, National Theatre, Museum of Arts, the Congress House, and the Encarnación Church. The Central Market is interesting for its Guarani people as well as its variety of products.

The recent road improvements have much facilitated transport, and motor-bus services in regular operation lead to most towns and villages. The Touring Club Paraguayo interests itself in motor travel and information about the roads is obtainable from that source.

Rail :—Paraguay Central Railway to Buenos Aires, Villarrica, and Encarnación.

River Steamers :—Thrice weekly to Buenos Aires; weekly to Corumbá.

Addresses :—British Consulate: Chalet Goleta, Avenida España. U.S. Consulate, Calle España, Corner San José.

Hotels :—Gran Hotel del Paraguay ($10 Argentine); Parque (English-speaking), ($8–9 Argentine); Majestic (Spanish); Cosmos (English-speaking), ($4–6 Argentine); Bristol.

Excursions :—San Bernardino on Lake Ypacarai a little to the eastward is on the Encarnación-Asunción railway line and is served also by a good road. The lake is 15 miles by 3 miles and its shores abound in tropical trees and plants. It is a place of residence for Asunción families, and it attracts visitors from Argentina and Uruguay. There are two comfortable hotels. The small rivers in the Chaco attract many visitors: also Caácupé, with sanctuary of the Virgin Mary, waterfall, and modern hotel; ruins of temples and of Jesuit buildings are seen in many towns in the country. The church of San Roque, at Yaguaron, 20 miles from Asunción, is the most notable.

Sports :—Football was introduced some thirty years ago, and has become remarkably popular. Almost every town and village in the country has one or more clubs. At the capital the League comprises some thirty clubs, some with seating accommodation for 8,000 to 10,000 people. International matches with teams from Uruguay and Argentina are of yearly occurrence.

Tennis and horse-racing are popular. There are two rowing and swimming clubs of some 300 members, and a motor-boat club with 150 members. Golf and polo are played in the Botanical Garden, and the Paraguayan Aviation Club was opened in February 1929. A modern Hippodrome was opened in 1931. There are two boxing rings. Fishing and hunting are popular.

Concepción, the capital of Department of the same name, standing on the east bank of the Paraguay River, is reached by steamer from Asunción (130 miles) after a journey of 1 day, or from Corumbá by steamer. The city population is about 11,000, and the district population 25,000. Cattle and yerba maté are the principal local products; timber and quebracho are dealt in and a considerable business is done with Brazil. Railway to Horqueta (33 miles).

Hotels :—Central; Frances; San Martin.

Encarnación, capital of the Department of Encarnación, is on the Alto Paraná River, 230 miles from Asunción and 136 from Villarrica. The centre of a rich agricultural and grazing district, it produces maté, tobacco, hides, and timber. A ferry connects the town with Posadas, on the Argentine North-East Railroad, whence there is good communication with Buenos Aires. There is a district population of 16,000. The town is the terminus of the Paraguay Central Railway. It is from Posadas, across the river, that the upstream steamer is taken for the Iguazú Falls.

Hotels :—Gran Hotel Internacional; Universal; Central.

Paraguari, the capital of its Department, is 45 miles by rail from Asunción. The population is 10,000. Tobacco, cotton, and cattle are the local products. There are potteries, tanneries and distilleries in the town. Yaguaron, not far away, has a remarkable old Jesuit church.

Hotel :—España.

Pilar, a port on the Paraguay River, opposite the mouth of the Bermejo, has a population of about 9,000 and stands in a district producing tobacco, yerba maté, hides, timber, cotton, and oranges. Cotton ginning is carried on in the town, and there are distilleries and sawmills. It is 190 miles from Asunción, and all steamers to and from Asunción to Buenos Aires stop here.

Hotels : —Paris, Del Puerto.

San Bernardino, two hours by train and launch from Asunción, accessible also by motor-car, is the chief Paraguayan pleasure resort and the most agreeable town in the Republic. The Ypacaray Lake is of remarkable beauty; there are two noble avenidas and many fine residences belonging to Asunción and Argentine families. Areguá, on the opposite side, is also a pleasure resort.

Hotels :—Hotel del Lago; Rasmussen.

Villa Rica, in the Department of the same name, is on the main line of the Central Paraguayan Railway, 90 miles from Asunción and 136 miles from Encarnación. Population, about 30,000. The main products are yerba maté, tobacco, cotton, sugar cane, maize and timber. There are saw mills, sugar refineries and distilleries. The town is famous for its mild climate and the beauty of its country-side.

Hotels :—Central; Español.

PHYSICAL FEATURES.

Several derivations have been offered in explanation of the name **Paraguay.** It is, according to one, a modified form of Payaguá, a Guarani name for a powerful and warlike tribe inhabiting the

country before the Conquest. Another account ascribes the name to a native chief, one Paraguá. A third would make the original Guarani name Pararaguay, signifying a place with a great river, noisy like the sea.

One of the two inland countries of South America, Paraguay abuts upon Argentina, Brazil, and Bolivia. The total area is 196,000 square miles. The portion between the Paraguay and Paraná Rivers, consisting of about 61,600 square miles, is often known as Paraguay Proper.

The country is divided by nature into two fairly well-defined zones; the eastern half, for the most part rolling and hilly, is practically one immense forest; the western half consists of grassy plains with occasional forest-covered hills drained by numerous streams flowing into the River Paraguay, which are invariably heavily wooded. The soil in the forest clearings, in which all agriculture is carried on, is amazingly fertile, whilst the plains are eminently adapted to stock-breeding and fattening.

The Chaco Boreal of some 100,000 miles in the fork of the Pilcomayo-Paraguay Rivers, claimed for Paraguay by virtue of prior settlement, is claimed also for Bolivia. Paraguay has refused to denounce claims extending northwards to Bahia Negra. Bolivia bases claims upon occupation of posts in the west along the Pilcomayo, and seeks access to the navigable part of the River Paraguay.

In January 1929 a Protocol of Conciliation was accepted by Paraguay and Bolivia, and a judicial body, chosen by the Pan-American Union, took the boundary question in hand. War broke out in 1932 and was continued throughout 1933.

Climate :—Paraguay, lying about two-thirds within the temperate zone and one-third in the tropics, enjoys sub-tropical weather. Hardly more than three months (December, January, February) can be termed hot, although March and November are sometimes as warm as midsummer. The rest of the year is cool or cold, and at times frosts occur. Summer lasts from October to March, and winter from April to September. The mean temperature at Asunción varies between 71° and 73° F. The maximum has reached 105° F., but in many years does not exceed 98° F. About forty days are cold, 100 days hot, and the remaining 225 may be considered agreeable. The heaviest rains occur about March, but more or less rain may be expected every month. The average year at Asunción has 79 rainy, 72 cloudy, and 214 clear days.

Mountains :—The mountain chain of the Sierra Amambay runs through Paraguay from north to south, and, separating to east and west under the name of Sierra Mbaracayú, divides the tributaries of the Paraná River from those of the Paraguay.

Rivers :—The Paraguay River, the most important waterway, is navigable for vessels of 12 ft. draft as far as Villa Concepción, and by smaller vessels for almost its entire length of 1,800 miles.

A number of tributaries like the Pilcomayo, Jejuy, and Tebicuary River, are navigable for short distances.

The most important lakes are Ypoa and Ypacaray, the former covering an area of over 100 square miles, both navigable by small

craft. Lake Ypacaray, near Asunción, is a pleasure resort.

The **population** was officially estimated in 1930 at 851,564, consisting of 814,064 in the eastern part of the country and 37,500 in the Chaco. Of the last-named, 30,000 are Indians. The people are bi-lingual, speaking both Spanish and Guarani.

Indians of the Chaco: -According to the South American Missionary Society the Indian peoples of the Paraguayan Chaco are principally the Chunupi and the Lengua, inhabiting respectively the west and the east. The Chunupi are of the same kin as the Motacos, whose habitat is the Argentine Chaco, and who claim descent from the Andean peoples. The two tribes are estimated to number 20,000 to 25,000. The Chorote, another tribe belonging to the Mataco group, numbering about 2,000, make their home on the Pilcomayo, near the Bolivian frontier. The Enimaga Indians of the central Paraguayan Chaco, number about 1,000. A few villages of the (Argentine) Toba Indians are to be found east of the Pilcomayo, and others beyond the Bolivian boundary.

A PARAGUAYAN CALENDAR.

1527. Sebastian Cabot sails up the Paraguay.
1536. Founding of Asunción.
1550. First Catholic missionaries arrive.
1570. Villarrica founded.
1591. Hernando Arias de Saavedra first colonial Governor of the Rio de la Plata (Paraguay and Argentina).
1610. First arrival of the Jesuits in Asunción.
1617. Separation of Paraguay from Rio de la Plata; subject to the Vice-Royalty of Peru.
1769. Expulsion of the Jesuits.
1776. Establishment of the Vice-Royalty of Buenos Aires.
1810. The Paraguayans repulse Argentine troops under General Belgrano.
1811. Paraguay declares its independence of Spain.
1814–1840. Dr. Francia, Dictator of Paraguay.
1845. Appearance of the first newspaper.
1854. Construction of first railway line begun.
1865. Outbreak of war with Argentina, Brazil, and Uruguay.
1870. Death of López. Conclusion of war. Constitution promulgated
1891. Revolutionary rising under Major Vera suppressed.
1893. Establishment of the colony of "New Australia."
1919. Joins the League of Nations.
1927. Arbitration accepted in the Bolivia frontier dispute.
1928. Arrival of Mennonite immigrants in the Chaco.
1929. Pan-American Commission of inquiry into Chaco dispute.
1932-33. War with Bolivia.

GOVERNMENT.

The Senate and Chamber of Deputies are both elected by the direct popular vote of males of eighteen and upward. Senators are elected for six years (one per 8,000 to 12,000 inhabitants); deputies for four years (one per 3,000 to 6,000 inhabitants). The Senate is renewed by thirds, the Chamber of Deputies by halves. The Presidential term is four years, and the President exerts his executive authority through a Cabinet of six members.

The standing Army is constituted of 2,500 men and 100 officers, and all male citizens of twenty to thirty-five years are liable for service in the National Guard. There is a small flotilla of two modern gunboats and armed converted merchant vessels.

The established **religion** is Roman Catholicism, but universal toleration is the rule. Paraguay has its own Archbishop, with Bishops of Asunción, of Concepción and the Chaco, and of Villa Rica. The civil ceremony alone renders marriage valid, but religious ceremonies are permitted.

There are a Supreme Court, two Courts of Appeal (civil and commercial and criminal), ten judges of first instance, and three metropolitan police magistrates. In the provinces justice is administered by justices of the peace, who also act as registrars.

PAST PRESIDENTS (since 1920).

Dr. Manuel Gondra (second term), 1920–1921.
Dr. Eusebio Ayala (provisional), 1921–1922.
Dr. Eligio Ayala (provisional), 1922–1923.
Dr. Luis A. Riart (provisional), 1923–1924
Dr. Eligio Ayala, 1924–1928.
Dr. José Guggiari, 1928—1932.
Dr. Emiliano González Navero, 1931–32.

PRESIDENT.

Dr. Eusebio Ayala.

VICE-PRESIDENT.

Dr. Raul Casal Ribeiro.

MINISTRY.

Interior	Sr. Narciso Méndez Benítez.
War	Dr. Victor Rojas.
Foreign Affairs and Religion	Dr. Justo Pastor Benítez.
Finance	Sr. Benjamin Banks.
Justice and Education	Dr. Justo Prieto.
Economics	Dr. Luis A. Riart.

NATURAL RESOURCES.

Much of the country is admirably suited to pastoral purposes, while other parts yield such forest products as quebracho, maté, and various timbers, which can be produced without cultivation. Agriculture is confined to the forest clearings of the eastern zone, where the soil is remarkably fertile. The "tierra colorada," as the best soil is called, is a decomposed sandstone. Stock-breeding is carried on upon the plains. Livestock, timber, and yerba maté are the principal products.

Forestal products account for about 40 per cent., animal products 35 per cent., and agricultural products 25 per cent. of the exports, nearly all of which are made to Argentina for Argentine consumption or transhipment.

The inadequacy of available labour and the primitive character of communications render scientific agriculture at present a difficult problem. A far greater productive power may be expected as capital is applied to the development of the country. Tobacco-growing is becoming more important, and orange groves are being planted in many places. Coffee, rice, cotton, and sugar are increasingly cultivated. Beeswax is among the minor products.

Tractors, modern ploughs, and agricultural implements in general are being introduced upon a new and large scale. A botanical school has been provided by the Government.

Yerba-maté :—The tree grows wild in the forests of the north-east, and the gathering, preparation, and transport of the product, has been one of the most lucrative industries in the country. There is an immense number of trees over an area of 25,000 to 30,000 square miles. The industry is carried on by a few large companies ; the most important is La Industrial Paraguaya.

The forest supplies have been improvidently depleted, but planting has been done on a large scale. Some 8,600 tons are produced. The exports, which are mainly to Argentina, were 6,337 metric tons in 1932.

Sugar :—About 35,000 acres of cane are planted, and much of it is used to make rum and molasses for the local markets. There are 10 factories. The largest is the Azucarera Paraguaya, with a capacity of 3,000 tons of unrefined sugar. Three-fifths of the sugar consumed in the country was formerly imported from abroad. To meet this situation the import duties were raised and the production has doubled. The annual production is from 7,000 to 8,000 metric tons, with an estimated production of 8,500 metric tons in 1932. Sugar consumption in Paraguay is roughly 5,500 tons per annum. Exports, 1932 : 222 metric tons.

Tobacco :—The leaf is exported to Holland, Switzerland, Germany, and Argentina. Cuban seed has been used without marked success. The four chief grades marketed are " Buena," " Regular," " Media," and an inferior " Pito." The crop for 1932 was estimated at 8,000 metric tons, as compared with 10,500 metric tons in 1931. Exports, 1931 : 9,593 metric tons ; 1932 : 6,454 metric tons.

Cotton plants of the American Uplands type mature early and yield heavily. The crop comes round at a time of year when the best United States growths are generally scarce. Some 75,000,000 acres on the banks of the Paraguay River are deemed suitable for cotton, and were labour unlimited a huge crop might be raised. The yields of ginned cotton per acre are given as 250–305 lb. in the Central area, and 384–474 lb. in the Northern, or an average over all districts of 350 lb. The pests include locusts, certain ants, and the pink boll-worm. The Banco Agricola del Paraguay estimate that between 11,000 and 12,000 hectares are now under cultivation. This Bank distributes free 500 tons of seed cotton to *bona-fide* growers. The production in 1932 was 2,000 metric tons of lint-cotton, against 2,500 metric tons in 1931. Exports of cotton seed in 1932—2,644 metric tons, and of ginned cotton, 2,874 metric tons.

Rice-growing has been developed with the aid of foreign enterprise and by the use of motor ploughs. The production is about 3,074 metric tons. Efforts are being made to produce wheat upon a commercial scale, and, with the aid of the Banco Agricola, maize growing has been largely increased.

The **castor oil** plant, known under the name " tártago," a perennial little affected by drought, locusts and other pests, grows well in Paraguay. About 3,500 acres, calculated to produce 2,500 tons of beans, are now under cultivation with seed specially supplied by the Government. Castor oil is exported.

Oranges : —Argentine action in requiring the wrapping of the fruit in paper and its packing in crates has directed attention to the defects of methods hitherto in use, whereby oranges have been shipped loose or in sacks. Oranges are otherwise of excellent quality and abnormally cheap. A recent decree provides that all fruit exported from Paraguay must be packed. In 1932 the export of oranges and mandarines was 41,176,823.

Petit grain, an essential oil distilled from the leaves of bitter orange, and used as the basis of perfumes and flavourings, is produced in the orange-growing district of Yuguaron. The crop is of domestic importance, and 81 metric tons of the oil were exported in 1930, with 56 metric tons in 1931, and 73 in 1932. Paraguay supplies about 70 per cent. of the world's demand.

Timber :—Timber of the finest quality is available and in practically unlimited quantities. Thousands of miles of forests remain untouched. Many rare and valuable woods are still largely unknown in foreign markets, since lumbermen obtain larger profits by cutting the kinds used for railway sleepers on the Argentine railways. Lapacho, curupaz, and cedar are among the more abundant woods. The export of hewn timber in 1932 was 19,605 metric tons.

In the Chaco Territory practically the only timber cut is **quebracho,** and the forests are being rapidly depleted of the larger trees, which are taken in thousands to the tannin factories to be broken up. The exports of logs in 1930 was 1,017 metric tons, with 552 metric tons in 1931, and 685 metric tons in 1932.

The export of quebracho extract has tended to decline, and the return shows 41,325 metric tons in 1930, with 35,834 metric tons tons in 1931, and 19,260 metric tons in 1932.

The lumbering industry offers a good field for enterprise. Prime timber land, in blocks of 10 to 50 square leagues or more, can be purchased cheaply. The forests in the vicinity of the railway or the semi-navigable streams, down which rafts can be floated, are being depleted of the finest trees, compelling lumbermen to go farther afield. There are several sawmills along the Paraguay Central Railway, and at Concepción, Encarnación, Pilar, with three or four at Asunción, where the smaller logs are cut into boards and scantlings for shipment to the Argentine.

Cattle and Meat Packing :—Stock-breeding has always been one of the staple industries.

The number of cattle in the country is roughly estimated at 4,000,000, but this total includes an uncertain number of wild cattle roaming the Chaco Territory. Herds are found in all parts of the country, but it is in Misiones, the area north of Concepción, and in the Chaco that the greater part exist. Pedigree Durham, Hereford, and Polled Angus bulls have been introduced for the improvement of the native stock.

Cattle are utilized to make meat extract (commercially the most valuable of Paraguayan cattle products), tallow and jerked beef. Canning is carried on. It is estimated that the annual production of hides anounts to some 250,000 wet and 100,000 dry. These figures do not include hides from the packing houses, the amount of which varies considerably but averages 120,000. The exports of 1932 include :—

Cattle Hides (No.)	300,708	Meat Extract ..	854 metric tons
Tallow	2,576 metric tons	Jerked beef ..	104 ,, ..
Preserved meat ..	2,950 ,, ,,		

Mineral Wealth :—The extent of the mineral resources is unknown. There is no question that large and workable deposits of rich iron ores exist in many parts of the country. Several mines exist which were worked in the time of López, whose foundries and

shops turned out cannon, cart axles and tyres, beams and plates. As far as it is known, the richest deposits of magnetic iron, hydric oxides and brown hematite are in the neighbourhood of Ibicui, Quiquyo, Caapucú and the surrounding district, but iron exists practically all over the country. Pyrites and peroxide of manganese abound. Copper is known to exist in many parts.

Limestone, marble, granite, porphyry, serpentine, and kaolin are found in many places. Only the limestone is worked to any extent (for the manufacture of cement), but the export of kaolin to the Argentine is being attempted. Large beds of excellent lithographic stone were discovered a few years ago. Salt is obtained at Lambaré.

FOREIGN TRADE.

	Imports.	Exports.
1928	$14,305,119 gold pesos	$15,886,208
1930	$15,139,359 ,, ,,	$14,176,453
1931	$10,080,730 ,, ,,	$12,856,585
1932	$6,417,646 ,, ,,	$12,872,945

PUBLIC DEBT.

	External.	Internal.	
		Consolidated.	Floating.
November 30, 1931 ..	£656,261	$1,952,967 gold	$393,995 gold

Yerba maté is taxed for the service of the external debt and yielded £31,283 in 1932.

CURRENCY.

Currency :—The unit of value is the gold peso, which is based on the Argentine coin of the same name. There are no gold or silver coins current, and only a few nickel coins.

$Currency is issued in bills of the following denominations :—

$5, $10, $50, $100, $200, $500, and $1,000, and nickel coins of $2, $1, and $0.50.

The value of the Paraguayan paper peso is as follows :—

$18.75 Paraguayan paper equals (roughly) $1.00 Argentine paper
$42.61 ,, ,, ,, ,, $1.00 Argentine gold

Argentine paper money circulates, and commercial transactions take place usually in Paraguayan or Argentine paper pesos.

The nickel currency consists of $2, $1, and 50 centavo pieces.

PUBLIC HOLIDAYS.

January 1 : New Year's Day.
March 1 : National Defence Day.
May 1 : Labour Day.
May 14 : Independence Day.
August 15 : Founding of the City (1536).
October 12 : Columbus Day.
November 25 : Adoption of Constitution
December 8 : Immaculate Conception.
December 25 : Christmas Day.
Easter : Holy Friday.

POSTS AND TELEGRAPH.

Paraguay is in the Postal Union. Postage 2½d. first ounce, 1½d. each ounce after. Letters from the United Kingdom dispatched *via* France by air mail require additional prepayment at the rate of 5s. 6d. per half-ounce. Outward and Homeward mails are dispatched with the mails to and from Argentina.

Cable rates :—The ordinary rate per word to Paraguay is 2s. 9d., and the deferred rate half the ordinary.

There are **wireless** installations at Asunción, Concepción, and Encarnación. There is a radio-telegraphic service between Asunción and Buenos Aires.

Broadcasting is in the hands of several private companies in Asunción, and news and reports are transmitted.

PRESS.

Asunción :—"Diario Oficial," "El Diario," "El Liberal," "El Orden," "Revista del Comercio," "Critica," "La Tribuna."

RAIL ROUTES IN PARAGUAY.

The Paraguayan Central, with 274 miles of standard gauge line, had its beginning in 1854, and is thus one of the oldest South American railways. The connection with Buenos Aires is shown below :—

INTERNATIONAL SERVICE.

Asunción—Buenos Aires (1,524 kilos).

A twice weekly service is maintained from Asunción to Buenos Aires (Thursdays and Sundays), arriving respectively Saturday and Tuesday. The route is as follows :

PARAGUAYAN CENTRAL RY.
Asunción.
Encarnación (and train ferry).
N.E. ARGENTINE.
Posadas—Concordia.

ENTRE RIOS.
San Salvador—Enrique Carbó.
CENTRAL B.A.
Zarate—Buenos Aires (F. Lacroze).

Minor Railways :—The Ferrocarril del Norte has 27 miles of metre gauge from Concepción to Horqueta. The other railways of the country are forest lines of metre gauge or narrower. They are operated by companies trading in forest produce and include :—

Puerto Pinasco (59 miles).
Puerto Ibapobo (20 miles).
Puerto Casado (223 miles).
Puerto Sastre (56 miles).
Puerto Guarani (57 miles).
Tebicuary (25 miles).

CONSULATES IN GREAT BRITAIN.

RESIDENCE.	DESIGNATION.	NAME.
London.. .. .. (12 Russell Square, W.C.1.)	Consul-General (for Great Britain and Ireland).	Dr. Rogelio Espinoza.
Birmingham	Consul	Walter Birch.
Bradford	Consul	Vacant.
Cardiff	Consul	Alfred John Bovey.
Glasgow	Consul	Sir Thomas Dunlop.
Liverpool	Consul	Major Alfred S. Collard.
Manchester	Consul	Oscar Beer.
Southampton ..	Consul	Col. Joseph Edward Dawe.

BRITISH LEGATION IN PARAGUAY.

RESIDENCE.	RANK.	NAME.
(See Argentine Republic)	Minister Plenipotentiary ..	Sir H. G. Chilton, K.C.M.G.
Asunción ..	Consul and Chargé d'Affaires	R. H. Tottenham Smith.

Guidance for Commercial Travellers.

A licence valid for the whole of Paraguay is obtainable on payment of a single fee. Applicants for licences may be required to produce a certificate attesting that they are commercial travellers. Samples are allowed entry duty free subject to a deposit to the amount of import duties or of security for payment. The period allowed for re-export is not less than six months.

Vaccination of all passengers to Paraguay is compulsory.

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SAN FRANCISCO BRANCH ...	... 551 MARKET ST.
LOS ANGELES BRANCH	605 SOUTH GRAND AVE.
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IQUIQUE AGENTS	NITRATE AGENCIES LTD.
MANZANILLO AGENTS	... ERNESTO PIRSCH

PERU

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PERU.

Callao, the chief port and the main approach to the capital of the country, is 8 miles from Lima. It is connected with Lima by train, road, and electric tram. Motor-cars perform the journey in 20 minutes. The harbour, one of the finest on the Pacific coast, covers 250 acres. It is hoped the port works will be advanced during 1934 to allow the largest steamers going alongside the wharfs. The town is a busy one, with a population of 75,000. The island of San Lorenzo, a submarine and naval station, protects the roadstead to the south, and in the opposite direction stretches the green Rimac Valley. The distant towers of Lima's churches and hills make a pleasing sight as the vessel steams into the harbour.

A commercial town, inhabited mainly by working people, with no great architectural beauty, Callao is not without history. It was sacked by Drake and others in the sixteenth century and in distant times suffered from severe earthquakes. Under the guns of Callao, on the night of 5th November, 1820, Lord Cochrane boarded and captured after a sanguinary fight in which he was severely wounded, the Spanish frigate "Esmeralda." The "Real Felipe" fortress, finished in 1783, is now occupied by the Customs.

Passengers should be on board by 6 p.m. as, generally speaking, no traffic from shore to ship is allowed after that hour. "The Club," Callao, is the oldest English Club on the West Coast.

Hotel :—Italia, 32 beds, 2 soles (without meals).

Landing :—Motor Launch.

Steamers :—In addition to ocean sailings to all parts there are local steamers north and south every week. P.S.N.C. monthly service north and south; N.Y.K. monthly service, south to Valparaiso and north to San Francisco.

Addresses :—British Vice Consulate, and U.S.A. Consulate, Daniel Nieto 186.

Lima, at one period the capital of Spanish South America, owes its creation to Pizarro the conqueror. "Amidst the woe and destruction which Pizarro and his followers brought on the devoted land of the Incas," wrote Prescott, "Lima, the beautiful City of the Kings, survives as the most glorious work of his creation, the fairest gem on the shores of the Pacific." Its cathedral was founded by Pizarro in the year 1535, and there his remains rest. It has excellent hotels and good modern conveniences. Boulevards connect Lima with Miraflores, Barranco, Chorrillos, and Magdalena, suburbs of the city. The wide and fertile plain on which it stands slopes gently to the sea. The Andes, whose higher ranges are within fifty miles' distance, send their foothills to the gates of the city. The hills keep off the colder winds, and the ocean breezes temper the sun. Rain rarely falls. The town is built in the shape of a triangle, and the streets run straight and intersect at right angles. Well-kept squares or plazas vary the plan. Old Spanish houses, with carved doors and overhanging balconies, breathe an old-world charm which is echoed by the convents and churches. The streets abound with life, and many of the new buildings are fine. The old Spanish buildings contrast with modern ferro-concrete structures

built to resist earthquakes. The population is 272,742. The temperature averages about 66° Fahr. Altitude 500 feet; latitude 12° S.; death-rate 24 per 1,000.

The Lima–Canta–Cerro de Pasco highway was opened in 1933. This road permits through automobile traffic from Lima to Cerro de Pasco, Oroya, Huancayo and other places in the interior.

Lima Hotels:—

Name.	Address.	Beds.	Per day. Soles.	
Gran Hotel Bolívar ..	Plaza San Martin ..	250	8–20	(without meals)
			12–25	(with meals).
Gran Hotel Maury ..	Bodegones, 387 ..	140	8–15	(without meals).
Francia and Inglaterra	Judios, 216	150	8–15	(with meals).
Gran Hotel	Melchormalo, 320 ..	70	8–15	(with meals).
Hotel Plaza	Sta. Apolonia, 355 ..	100	3–10	(without meal).
			8–15	(with meals).
Hotel Leon	Jesus Nazareno, 113 ..	60	4–6	(without meals).
At San Miguel, Magdalena (15 minutes from Lima).				
Hotel Bertolotto		30	8–20	(with meals).

(Sol = 11d. approximately.)

Rail:—Central Railway of Peru, 30 minute service to Callao; twice daily to Ancón; to Oroya and Huancayo on Mondays, Wednesdays and Fridays. North-Western Railway, Lima to Huacho, via Ancón, four times weekly. Twice daily to Chosica.

Tramways:—Electric, at short intervals to Chorrillos, Miraflores, Barranco, Callao, La Punta, Magdalena and San Miguel, in addition to city tramway services and motor buses.

Points of Interest:—The Plaza de Armas, with the Government Palace, the Cathedral and the Archbishop's Palace; the Palacio Torre-Tagle (used by the Ministry for Foreign Affairs); the Palace of the Exposition, and its upper part, the National Museum; the new Inca Museum; the Racecourse; the Zoological Gardens; Palacio Perricholi; and the Paseo Colón, the fashionable promenade; the Parque de la Reserva. In the Plaza Bolívar stand the two buildings housing the Peruvian Congress. One of these, the ancient Hall of the Inquisition, now occupied by the Senate, has a magnificently carved mahogany ceiling.

The San Marcos University, founded 1551, is celebrated. There are sixty-seven churches. In the Cathedral a wonderful carved pulpit, canons' stalls of costly woods, "La Veronica," attributed to Murillo, and the portraits of the Archbishops are not to be missed by the sightseer. San Pedro, La Merced, San Francisco and San Agustin Churches all contain notable works of art. Santo Domingo, a modern church, the repository of the famous statue of Santa Rosa de Lima, patroness of the city, well deserves a visit.

The Avenidas Magdalena, Arequipa, Progreso, Colón, and Alfonso Ugarte invite comparison with the finest elsewhere, and several new roads, 120 feet wide and fringed with trees, form agreeable evening promenades.

There are many fine monuments, and notably the equestrian statue of San Martin, in the Plaza of the same name; the Bolívar statue in the Parque de la Inquisición; the Bolognesi Column; and the "Dos de Mayo" monument, with its four figures representing Peru, Bolivia, Chile, and Ecuador, grouped about the base.

During the summer months, January to March, there are bullfights practically every Sunday and holiday. Famous toreros practise in the Lima ring, and fighting-bulls are imported from Spain. Cockfights are frequently organized and advertised in the newspapers.

From April to December race meetings are held on Sunday afternoons at the Jockey Club. There is greyhound racing almost every night. Twice nightly there are exhibitions of the Spanish handball games known as Jai Alai, on which pari mutuelle betting is allowed.

The Lima Country Club has acquired the 18-hole golf course near Miraflores and is adding a new 9-hole course. Polo and tennis are played, and a new and luxurious club-house overlooking the sea is open to visitors on the introduction of members.

Excursions:—A good deal of Lima and environs can be seen by following the itinerary given here:—

9.30 a.m.—Leave Callao by train for Lima. Walk to the Plaza de Armas and visit the Cathedral. Engage a motor-car for two hours and visit Torre-Tagle Palace, Bull

Ring, Inca Museum, Paseo Colón, and the Jockey Club.

12.30 p.m.—Lunch at Zoological Gardens, and visit the adjacent National Museum.
2.0 p.m.—Motor to Miraflores by the beautiful Avenida Arequipa, visiting the Country Club.
3.45 p.m.—Tea at Hotel Bolívar.
4.30 p.m.—Return to Callao by tramcar or automobile.

This outing should not cost more than thirty shillings per person, provided parties of five or more be organized. Motor-cars can be hired by the hour at five soles per hour for four persons and omnibus services are available.

Steamship passengers wishing to make a specially-conducted tour should advise the purser of their vessel at least 48 hours before arrival at Callao. For a party of fifteen to twenty passengers, it is sometimes possible to make special arrangements for visits to the Government Palace and Torre-Tagle Palace. The high officials are most courteously disposed towards visitors.

The approximate cost of specially-conducted tours, inclusive of launches, trains, cars and motor, lunch and tea is :—

Parties of	5 persons	£ sterling £2 os. per person.
,,	10 ,,	£1 15s. ,, ,,

MOTORS :—

LIMA—Inside City Limits.

5 seater cars :—	
Per trip—one passenger	Soles 0·50
Each additional passenger	0·10
Per hour—one to four persons	3·00
7 seater cars :—	
Per trip	1·00
Per hour	5·00
Outside City Limits. Per hour. Any car	5.00

To Callao, La Punta, Miraflores, Barranco, Chorrillos, Miramar, Magdalena, San Miguel, by agreement, basis Soles 5.00 per hour. Cars can be chartered for the trip to Chosica and back, by the new motor road —a run of some 45 kilometres up the Rimac Valley. Time—about one and a half hours each way The round trip charge should be agreed upon before engaging the car.

MEALS :—
Lunch at Zoological Restaurant or Maury Hotel,
Hotel Bolívar. Leon's Restaurant. Astoria Restaurant.

Air Services :—See under Air Section.

Peruvian Touring Club :—Founded in 1924, offers its advantages to touring foreigners and particularly to members of the leading English and American Associations of Motorists. The objects include road and hotel improvement and the arrangement of itineraries. Particulars are obtainable at the Peruvian Consulate-General in London. The address for postal communications is : P.O., Box No. 22—19 Lima.

Addresses :—British Legation, Calle Bermudez. Consulate, Edificio Canevaro, No. 166, Plaza San Martin, Lima ; U.S.A. Embassy, Calle Schell, No. 220, Miraflores Consulate, Plaza San Martin 117, Lima ; Y.M.C.A., Giron, Carabaya 664 ; Anglican Church of the Good Shepherd, Calle Pacae ; British-American Hospital, Bellavista.

ENVIRONS OF LIMA.

Chorrillos, a fashionable resort with a cliff promenade, has a casino, and is frequented for boating and bathing. The Military School is noteworthy. **Barranco** and **Miraflores** adjoin Chorrillos, and a motor road runs to **La Herradura,** another bathing resort with a casino. A motor road runs from Lima through Miraflores, Barranco, and Chorrillos to La Herradura. **Magdalena** is served by a separate electric line and road.

Ancón, 25 miles north of Lima, and accessible by railway, offers bathing and tennis, a casino, and has hotels, of which the *Grand* is one. A road has been built to Lima.

The area between Ancón and Pachácamac, extending up the Rimac Valley to San Mateo, is regarded as the richest in Peru in archaeological interest.

Pachácamac, 25 miles south of Lima in the Lurin Valley, is accessible by motor or train. The ruins are said to be the most ancient in the country, and include city walls, temples, and tombs.

Chosica, popular as a winter resort, and 25 miles from Lima, is served by two or three trains daily (Central Railway), or can be reached by a good motor road. There is a motor-bus service, leaving Hotel Bolivar, Lima, every hour. The town is at an altitude of 2,800 feet, and thus above the coastal mists.

Hotel :—Gran Hotel de la Estacion.

La Punta, beyond Callao, and served by direct electric trams through Callao from Lima, is the seat of the Naval Schools. The place enjoys a peculiarly bracing atmosphere and is frequented by visitors from Lima for bathing.

Hotel :—Riviera Palace and Restarant Kursaal (open Summer only).

Arequipa, 107 rail miles from Mollendo and 91 by road, stands at an altitude of 7,600 feet in a beautiful valley at the foot of the mountain " El Misti, otherwise known as " El Volcan de Arequipa." This is a snow-capped, perfect cone, 19,200 feet high, guarded on either side by the " Chachani " (20,000 feet) and " Pichu-Pichu " (18,600 feet). The city has quaint old Spanish buildings and many ancient and interesting churches built of " Sillar," a white volcanic material, apparently petrified lava or ashes, almost exclusively employed in the construction of the town. Towards the end of the Spanish Vice-Royalty this town had the greatest white population of all the South American cities under Spanish dominion.

The streets present as strange a panorama as those of any city in the world, with its laden llamas and donkeys intermingling with the latest model automobiles and electric trams. The passers-by are all picturesquely dressed. Population, 70,000; the second city in Peru. Mean temperature before sundown, 74° Fahr.; after sundown, 58° Fahr. The district is subject to earthquakes, but these have diminished during the last few years.

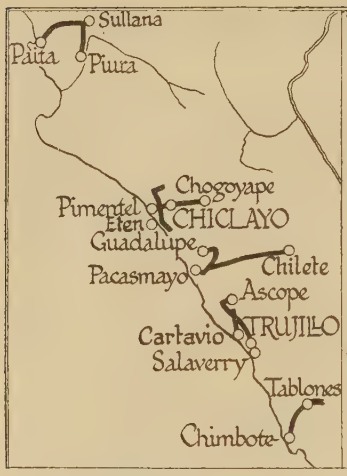
The remotest source of the River Amazon, the " Laguna de Vilafro," is to be found in the neighbourhood of Arequipa, some 90 miles to the north of the City.

Hotels :—

Name.	Address.	Cable.	Beds.	Soles.
Quinta Bates ..	Calle Jerusalém 604	Bates ..	22 ..	10–12
Hotel Sucre ..	Calle Sucre 207 ..	Hotel Sucre	70 ..	5–12
Pensión Wagner ..	San Agustin 115 ..	Wagner ..	28 ..	5–12
Pensión Somocurcio	Calle Sucre 213 ..	Pensomo ..	32 ..	5–10
Pensión Brunn ..	Sta. Catalina 202 ..	Pensión Brunn..	14 ..	4–6
Hotel Maccera ..	Mercaderes 231 ..	Maccera ..	80 ..	3–4

(Charges include meals. Sol. = 10d. approximately.)

Points of Interest :—Cathedral, founded 1612, largely rebuilt during last century; La Compañía (Jesuit) Church, built during the 17th century; Puente Bolivar; Hospital Goyeneche; the Orphanage; Jardín Lucioni the Charcani Electric Plant, in a gorge between Misti and Chachani.



The Northern Coastal Region.

The Central Coastal Region.

Connections from the Southern Ports.

THE PERUVIAN RAILWAY SYSTEMS.

Excursions :—Tingo Swimming Bath and Countryside ; Tiabaya Valley ; Sabandia Swimming Bath and countryside ; then the three famous Thermal Baths surrounding Arequipa ; JESUS (½ hour by motor, on the slopes of Pichu-Pichu) ; YURA (1¼ hours by railway and motor, 1 hour by motor, 18 miles from Arequipa, in a small valley on the Western Slopes of Chachani ; Hotel, Gran Hotel de las Termas de Yura) ; SOCOSANI (1½ hours by rail and motor, 1½ hours by motor, 25 miles from Arequipa ; a beautiful small valley south-west of Chachani, with a modern hotel ; 50 beds, S/7 a day, including meals and Socosani Water ; sports in Socosani : tennis, bowls).

Sports :—Besides two public Stadiums, a Racecourse, and several Swimming Pools, Tennis Courts and Golf Links (18 holes) are to be found. The Arequipa Golf Club welcomes visitors from abroad. Riding is very much favoured in this town.

Rail :—To Mollendo, daily except Wednesday and Sunday ; to Juliaca for Cuzco or Puno, Tuesday and Friday, connecting with Lake Steamer to La Paz on Tuesdays only.

Taxi Fares :—S/4 the hour within the town ; S/6 in the country.

Air Services :—See under Air Section.

Cuzco, once the capital of the Inca Empire, stands 11,440 feet above sea-level. There are 30,000 inhabitants, largely Indians. Many old families of pure Spanish descent live in and around the town, which is remarkable for its churches and convents, dating from the early times of the Spanish conquest. Many of the woodwork carvings are worth inspection. One of the main attractions is the ruins. The fortifications and irrigation works of the Inca and pre-Inca or Cyclop periods form a source of increasing interest to travellers and archaeologists. Of recent years the Government has made efforts to prohibit excavations or the removal of any portion of the ruins or antiquities. Laws exist impeding the export of antiquities—pottery (huacos), mummies, silver or gold ware of either Inca or colonial origin, church furniture, etc.

Cuzco Cathedral (Renaissance style) was built at the beginning of the seventeenth century. The high altar is covered with silver, and amongst many original paintings the Cathedral contains one attributed to Van Dyck. The pulpit of the San Blas Church, the La Compañia de Jesus Church, and the Convent of La Merced call for special remark. The Temple of the Sun, a structure probably without a rival, stands in the middle of the town.

Sacsaihuamán Fortress (pre-Incan ruins on the top of a hill very near Cuzco) should not be missed. It is reached by motor-car. The Intihuatana monuments, 80 miles away, are accessible by a good motor road in the Vilcanota Valley. A motor road is open to Juliaca and Puno, on the shores of Lake Titicaca.

An aerodrome was opened in 1933 a short distance from the town, but there is as yet no regular flying service connecting it with the coast. Special flights can be arranged from Lima, including air views of the Machu-Picchu ruins.

Hotels :—

Name.	Address.	Cable.	Beds.	Soles.
Ferrocarril ..	Calle Herrajes ..	Arenas ..	30 ..	10–20 (with meals).
Colón	Calle Heladeros ..	Hotelcolon ..	80 ..	5–10 per day (with meals).
Club Pullmann	Calle Heladeros ..	Gasco ..	20 ..	6–15 (with meals).
Imperial ..	Calle San Andres ..	Imperial ..	20 ..	3–5 (bed and breakfast).
Royal ..	San Agustin ..	Royal ..	14 ..	3.50–5 (bed and breakfast).

Rail :—To Juliaca, Tuesday and Friday ; to Sicuani, Wednesday and Saturday ; to Santa Ana, Saturday and Wednesday, as far as Machu-Picchu, passing by Ollan-

taytambo. Both places are on the banks of the River Vilcanota, and contain the most interesting pre-Incan ruins in the continent. Guides to visit the ruins may be hired at S5 a day.

A narrow-gauge line under construction to Santa Ana is open to traffic as far as Ollantay (60 miles). Trains run from Cuzco twice weekly and allow two hours in which to visit the celebrated fortress. Trains twice a week also for the interesting ruins at Machu-Picchu.

OTHER TOWNS.

Ayacucho, capital of the department of the same name, is accessible from the railway at Huancayo over a road which is being adapted for motor traffic. The houses and churches are reckoned well worth the journey, and a week can be spent in the surroundings, which include the historic battlefield at La Quinua. Precious metals are worked in the vicinity, and the Indians of the region carry on agriculture. Altitude 9,200 ft. Population, 20,000.

Hotel :—Central.

Barranca, four miles inland from the port of Supe, is connected therewith by rail and motor-bus. Rail connection now open to Lima.

Hotel :—Comercio (15 beds). Soles, 2–4 per day with meals.

Cajamarca, sixteen miles by road from Chilete station on the Pacasmayo railway, a chief town of the northern mountain area (altitude 12,000 ft.), is a centre of mining and grain growing and of the manufacture of cloth, leather and straw hats. Population, 30,000.

Hotel :—Amazonas.

Air Service :—Special flights can be arranged in Lima (Faucetts).

Cañete, six miles inland from Cerro Azul and 120 miles from Lima by auto, a town of 5,000, in a district fertilized by large irrigation works, is a source of cotton, grapes and fruit.

Air Service :—See Air Section.

Cerro Azul, 74 miles south of Callao, is a cotton port, serving the fertile Cañete Valley and served by weekly coastal steamers plying from Callao to Ilo. Cañete is six miles distant by rail.

Cerro de Pasco, altitude 14,380 feet, is 252 miles from Callao and 112 from Oroya. It is approached by Central Railway to La Oroya and thence by the Cerro de Pasco Railway. There are large and rich copper mines. The smelting is carried on at one of the largest metallurgical plants in the world at La Oroya. A model village, 200 feet above the mining plant, houses the staff of the Copper Corporation. Population, 25,000.

Hotels :—Universo, Europeo, Comercio.

Chala, a minor port, south of Callao, which ships large numbers of cattle from the pampas of the interior. The coast is rocky and a favourite haunt of cormorants. Large numbers of bonitos and seals are to be seen.

Landing :—Shore boat.
Hotels :—Central, Americano ; rates 2–2.50 soles per day.

Chiclayo, capital of the department of Lambayeque, 14 miles north of the port Eten, is the centre of a rice and sugar district. Population, 35,000.

Hotels :—Comercio, Royal.

Rail :—Ferrocarril Muelle de Eten and Ferrocarril de Chiclayo.
Air Services :—See under Air Section.

Chimbote, a port 200 miles north of Callao. A railway (32 miles) runs to Suchiman, and another to Huallanca, 86 miles.

It is an outlet for the mining hinterland and is surrounded by dry pampas, although cotton is received from adjacent plantations. There is no local water. The anchorage is good and vessels of the C.S.A.V. bound for Callao call here weekly. The port population is under 1,000.

Hotels :—Pacifico (20 beds), 3–6 soles ; Gran (25 beds), 3–6 soles.
Air Services :—See under Air Section.

Chincha is connected by rail and electric car with the port of Tambo de Mora. The population is 20,000. Cotton, wines and fruits are grown and there are local manufacturing industries, including oil refineries, soap and candle works and tanneries.

Hotels :—Massa (50 beds), 3 soles, without meals ; Restaurant Parisien (10 beds), 5 soles inclusive.

Eten, a port with a good pier, 14 miles from Chiclayo, with a population of 3,000. Products : rice, sugar, honey, wax, and hides. There are coastal steamer services to Callao and Guayaquil.

Hotels :—Royal (50 beds), 5 soles ; Oropesa (40 beds), 4 soles ; Primavera (20 beds), 4 soles.
Rail :—To Ferreñafe, Pátapo (daily) ; to Hacienda 'Cayalti,' daily.

Huacho, a minor port, 70 miles north of Callao, is the capital of Chancay and the natural outlet for the cotton and sugar grown in the fertile Huaura Valley. P.S.N.C. steamers call frequently, and most of the vessels of the big lines call here regularly. The North-western Railway connects Huacho with Lima *via* Ancón and also with Sayan. There are cotton-seed oil and other factories. Population, 20,000.

Hotels :—Grand Pacific (40 beds), 4-7 soles ; Italia (18 beds), 3–5 soles ; Panamá (10 beds), 2.50-3 soles.

Huarmey, on the bay of that name, is not served by railway, but there is a good motor road to Huacho, whence Lima can be reached either by road or by rail. Exports : cotton and lead and silver ores.

Hotels :—Ramos, soles 4 ; Peru, soles 2–4 ; Central, soles 2–4.
Air Services :—See under Air Section.

Huancavelica, capital of its department, formerly important as a source of mercury, is 74 miles south of Huancayo. A connection with the Huancayo-Ayacucho State Railway has been opened to traffic. Population, 6,000 ; altitude, 12,000 ft.

Huancayo, capital of the Department of Junín, 77 miles S.E. of Oroya, and served by the Central Railroad, is a town of 15,000 inhabitants situated at an elevation of nearly 11,000 feet. The local mines are important, and grain growing is carried on. The town is of uncommon interest to the traveller, with picturesque architecture, a temperate climate, and a market largely attended by Indians from the surrounding districts. A motor road to Ayacucho is near completion.

Hotel :—Gran Internacional.

Huaráz, capital of the department of Ancash, altitude 9,932 feet, on the Santa River, 216 miles from Lima and 84 from Casma, its

port. The journey from the port crosses the Cordillera Negra and occupies two or three days. Road open to Huari (90 miles). Silver, cinnabar, coal, and potatoes are the local products. The town is largely frequented by Indians. The population is 20,000.

Hotels :—Italia, Ancash.

Ica, capital of its department, stands on the Ica River, 92 miles from Lima. It is the terminus of the 46-mile railway to Pisco, a port serving a series of fertile valleys. Three summer resorts Huacachina, La Guega, and La Victoria, are near at hand. Population, 20,000.

Hotels :—Ferrocarril, Imperial.
Rail :—Pisco and Ica Railway.
Road :—Motor service to Pisco and Lima.
Air Services :—See under Air Section.

Ilo is a small port 53 miles south of Mollendo, with a population of 2,000. Sixty miles of standard-gauge Government railway across the barren pampa connect the port with Moquegua, to which there are trains twice a week. The district produces olives, figs. wine and cotton. There is a weekly call by the C.S.A.V. coasting vessels.

Hotel :—Central (20 beds), 3–4 soles inclusive.
Air Services :—See under Air Section.

Iquitos, capital of Bajo Amazonas de Loreto, stands upon the left bank of the Upper Amazon, 2,300 miles from the mouth and 1,268 from Lima *via* the Pichis Trail. It has regular steamship connection with Manaos and Pará, by which route it is generally reached, being difficult of access from western Peru. Regular fortnightly connections are made by launches between Iquitos and Yurimaguas, on the river Huallaga. The town is 350 feet above sea-level, with wide, but ill-kept streets, good plazas, and some ambitious buildings. The population, at one time higher, is estimated at 12,000. Industries include saw-milling, cotton-ginning, and the preparation of rubber. Rubber, cotton, timber, balata, and ivory nuts are exported.

Iquitos may be reached from Lima by train to Oroya, thence by motor-car *via* Tarma to La Merced, by mule to Puerto Yessup, by canoe to Puerto Bermudez, and by launch to Iquitos. The journey takes three or more weeks. There is an airplane service from San Ramón to Iquitos.

Hotel :—Malecon Palace.
Air Services :—See under Air Section

Juliaca, 189 miles from Arequipa on the Southern Railway, is the junction for Cuzco and Lake Titicaca. The population, mainly Indian, is 2,500. Wool and hides are collected at this centre. Motor roads to Cuzco and Puno.

Hotels :—Mr. Michell's English Boarding House (S10 a day); Hotel Ratti (S7 a day).

La Merced, in the Chanchamayo Valley, 6 hours by motor-car from Tarma, or 8 from Oroya, is on the Lima-Iquitos or Pichis trail. The climate is tropical, the altitude 3,000 feet.

Air Services :—See under Air Section.

Lobitos, a port near Talara (q.v.), the site of the oil wells owned by Lobitos Oilfield, Ltd.

Mollendo, the terminal of the Southern Railway, is the port of Arequipa (107 miles) and a chief gate for Bolivia. The roadstead is open and liable to disturbance by storms. The port facilities are good; the town is not imposing in appearance. Population, 10,000. Principal export, wool.

South-bound passengers wishing to see the interior of Peru and Bolivia do well to disembark at Mollendo and proceed *via* Lake Titicaca to La Paz, the capital of Bolivia, where they can return to the Pacific coast at Mollendo, Arica or Antofagasta, or proceed to Buenos Aires. The voyage southbound can be resumed by another vessel, or possibly the same steamer caught on its north-bound voyage.

A shorter trip can be made by the Southern Railway to Arequipa, and thence to Juliaca and Cuzco, the most ancient city upon the Southern continent, with magnificent temples, churches, and Inca ruins. The journey of six hours is varied and interesting, and the scenery increases in beauty as Arequipa is approached. A motor road to Arequipa is open.

Landing :—Motor launch.
Hotels :—Ferrocarril, 120 beds, soles 5–6; Salerno, 36 beds, soles 3.50–5; Hotel Europa, 25 beds, soles 5–8.
Rail :—To Arequipa, daily except Tuesday and Sunday (soles 10, first single); to Cuzco (soles 53, single first). Monday and Thursday; to La Paz, via Arequipa, Mondays, express train (S69, first single); to Puno (S32) and Cuzco (S70), Monday and Thursday.
Steamers :—Monthly to Liverpool. An outward and homeward port of call for all P.S.N.C. passenger vessels; P.S.N.C. steamers to New York, via Bermuda; also to Montreal (Canada) via Bermuda; monthly sailings to New York via Havana, Key West or New Orleans; N.Y.K. service monthly south to Valparaiso; north to San Francisco, with intermediate calls. Other sailings to North and South weekly by local steamers.
Air Services :—See under Air Section.

Moquegua, the terminus of the standard-gauge railway from Ilo, is 60 miles from that port. The principal local products are wines, olives, oil, cotton, and fruits. Population, 5,000; altitude, 4,500 ft. Motor road to Tacna.
Hotels :—Central, Union.

Ocoña, the town and valley in the department of Arequipa, is 65 miles by sea from Mollendo, but the heavy surf makes it inaccessible. At a small cove, Chira, a few miles to the south, cargo can be landed from tugs or lighters, but there is no wharf. The valley, though extensive and fertile, is sparsely populated. Cotton and sugar are grown, but the difficulty of transport arrests development. There have been repeated attempts to establish shipping facilities at Ocoña by means of andarivél or overhead cable line.

Oroya, 137 miles inland from Callao, upon the Central Railway, is the seat of the large copper smelting plant of the Cerro de Pasco Co., and the home of a number of American mining officials. The town is at the fork of the Yauli and Mantaro Rivers, and has 3,000 population.

Pacasmayo, 65 miles north of Salaverry, has a good pier, and exports rice, silver, hides and copper. A short railway runs into the interior to Chepén (daily service) and Chilete (Tuesday and Friday). Callao steamers call. Population, 4,000.
Hotel :—Ferrocarril (3.50–10 soles).
Air Services :—See under Air Section.

Payta, a port of Northern Peru exporting cotton, hides, skins and Panamá hats. The population is only 4,000, but it ranks third in importance in Peru, for it taps the chief cotton-growing districts. The town has an old-fashioned Spanish appearance, and is worth seeing. The structures are principally wood. Despite proximity to the Equator the climate is healthy. The ancient church contains a miraculous statue of the Madonna. Water is brought to the town by rail.

Hotels :—Pacifico (7.50–10 soles); Grau (5–7.50 soles); Colón (7.50–10 soles).

Excursion :—Piura, 60 miles distant by rail, was founded three years before Lima, and is the capital of one of the richest districts on the coast.

Shipping : -Outward and homeward port of call for all P.S.N.C. passenger vessels. To Guayaquil fortnightly; weekly coastal service to Callao. N.Y.K. service south to Valparaiso, with intermediate calls.

Air Services :—See under Air Section.

Pimentel, a major port to the north of Eten, serves its district for the export of sugar, etc. There is a train service to Eten and Chiclayo, and the place is a favourite bathing resort. Coastwise steamers call. There are roads for motorists to surrounding towns, and motor services to Piura (10 hours), Pacasmayo (4 hours), and Trujillo (10 hours).

Hotel :—Comercio.

Pisco, a major port 130 miles south of Callao, taps an agricultural hinterland. Passengers by ship going north see a green valley and bright vegetation, a welcome relief from the general barrenness of the coast. The town is connected by rail with Ica (45 miles), and there is a regular service of motors over a fair road to Lima and Ica.

The Paracas Peninsula, 25 miles south, is the site of pre-Incaic and Inca remains. One city, buried in sand, and provisionally named Cerro Colorado, is supposed to date from 1000 B.C.; another, Cabeza Larga, 500 B.C.; with a third Inca city adjoining. The remains include a curious series of bottle-shaped burial caverns, gold ornaments, ceramic pieces, and textiles.

Hotels :—Gran (100 beds), 6–10 soles per day.

Shipping :—N.Y.K. monthly service south to Valparaiso and north to San Francisco, with intermediate calls.

Air Services :—See under Air Section.

Piura, 60 rail miles inland from its port Payta, and about 40 by road, ranks as the oldest Spanish settlement, for it was founded upon another site by Pizarro four centuries ago. It has many buildings of the colonial type, and is the home of several old Spanish families. The water supply is deficient. Large cotton plantations exist in the vicinity, and Catacaos (12 miles distant) is an important Panamá hat-making centre. Population, 20,000.

Hotel :—Colón.
Rail :—Payta, Piura Railway.
Air Services :—See under Air Section.

Puerto Bermudez, on the Pichis River, is navigation head for river launches from Iquitos, 10 or 12 days' travel, and thus upon a direct trail to Lima.

Air Services :—See under Air Section.

Puerto Chicama (formerly Malabrigo) is the shipping point for sugar grown in the Chicama Valley. A light railway runs to Ascope (for Trujillo), and to the Casa Grande sugar estates, six times a week.

Hotels :—Gracey (8 beds), 1.50 4 soles per day ; Popular (10 beds), 1·50–4 soles per day.

Puno, capital of the department, altitude 12,648 feet, population 15,000, stands on the north-west shore of Lake Titicaca, 218 miles from Arequipa, 820 miles from Lima, and 171 from La Paz, Bolivia. From the mole at Puno lake steamers depart for Guiaqui, en route for La Paz. Motor road open to Cuzco and southwards to Desaguadero, near Guiaqui.

Hotels :—Extra, 15 beds, S4 ; Ferrocarril, 74 beds, S2.50 ; Nava, 8 beds, S2.50 ; Velazco, 8 beds, S3.

Rail :—Southern Railway.

Quilca, 34 miles by sea north of Mollendo, is a smooth-water port, deep, well protected and safe at all times, but suitable only for small vessels and tugs. It has a good wharf for cargo. It is served by weekly services of two motor tugs from Mollendo. The roads throughout this region are very poor. The port serves the Camaná Valley, a centre of the cotton-growing industry. Sugar is grown in moderate quantities. Other products are cereals, wine, and cattle. The population of the valley, 20 miles distant over a steep hilly coast road, is from 8,000 to 9,000.

Salaverry, a port with a population of 3,000, is connected by rail with Trujillo (five trains daily) with which it has a considerable trade. It serves for the export of sugar from the Hacienda "Cartavio." and others. The roadstead is open and ships discharge into lighters.

Hotels :—American Hotel (150 beds), soles 5 10 ; Nuevo Hotel (80 beds), soles 5–10 per day ; Central (150 beds), soles 5–10.

Steamers :—Weekly to Cristobal, Guayaquil and Ilo, and weekly to Valparaiso, fortnightly to New York. N.Y.K. monthly service north to San Francisco and south to Valparaiso, with intermediate calls.

Rail :—To Trujillo five times daily.

Sullana, 38 miles from Payta on the Payta-Piura railway, in a corn and cotton growing district, has a population of 12,000. The district is one of the few remaining active sources of cinchona bark.

Santa Ana, on the Urubamba River, 100 miles north-west of Cuzco, is an outpost for the forest region extending to the Brazilian frontier. A State railway connects Santa Ana with Cuzco (110 km.).

Sicuani, on the railway to Cuzco, 123 miles from Juliaca, at an altitude of 11,650 feet, has a population of 15,000, and is the centre of an agricultural and pastoral district. The market place is picturesque.

Hotel :—Lafavette

Supe, a small port 90 miles from Callao and 20 miles from Huacho (to which it is connected by rail), has a population of 6,000, and exports sugar, cotton, and cattle. It is connected by rail with Lima. The district is served by short lengths of railway extending inland to Barranca, Paramonga, Pativilca and San Nicolás. A motor-bus runs hourly (only until 1 p.m.) to Huacho (and every twenty minutes to San Nicolás), and Barranca. Historic ruins

have recently been discovered in Nepeña.

Hotel :—Venezia (10 beds), 1–2 soles per day.
Steamers :—Weekly to Valparaiso.

Tacna, capital of Tacna province, is 1,800 feet above sea-level; it has 17,000 inhabitants, and is a mining centre 40 miles by rail from Arica. The Campo de la Alianza, scene of a bloody battle between Chilean and Peruvian-Bolivian forces (1880), is on the heights above the town. The soil is fertile, and fruits and flowers abound in profusion. Sugar and cotton are grown in the vicinity. The houses are thatched as protection from the heat, and are chiefly single-storeyed edifices of colonial style, ornamented richly by carvings. Tacna is frequented by Indians from the Bolivian highlands, with their llamas. There is a daily train to Arica and a motor-bus twice a week. Motor road to Moquegua.

Hotel :—Raiteri (30 beds), soles 4–5.
Air Services :—See under Air Section.

Talara, 40 miles north of the port of Payta, a chief centre of the petroleum industry, owes its development to Canadian initiative. Water is brought by a 40-mile main, and modern drainage, gas, and electricity have been supplied. Oil is pumped about 14 miles from Lobitos to this point for refinement. Population, 4,000.

Air Services :—See under Air Section.

Tarma, 30 miles from Oroya upon a good motor road and 10,000 feet above the sea, is noted for the healthiness of its climate and the beauty of its situation. Grain and potatoes grown in abundance, copper and silver are mined, livestock is raised in the neighbourhood. Population, 6,000.

Hotel :—Daneri's.

Tambo de Mora, a small port 12 miles north of Pisco, has a population of 2,000. Cotton, cotton-seed oil and oil cake are produced, and north-bound P.S.N. steamers call during the cotton season.

Hotels :—Massa (40 beds), 3–4 soles per day, without meals; Glovo (10 beds), 2 soles per day with meals.
Rail :—Trains daily to Chincha (10 miles).

Trujillo, capital of the department of La Libertad, has a population of 30,000, and stands at an altitude of 200 feet on the Moche River, 300 miles from Lima and 9 from Salaverry. It was founded in 1535 by Pizarro, and rivals Arequipa as a commercial centre. It is increasing in importance with the extension of copper-mining. The sugar crop of the district represents about one-half that of the country. Cocaine is manufactured.

Rail :—Trujillo Railway to Salaverry, daily.
Hotels :—American, Astro, Verdad, Central, Nuevo, Gran, Italian, Libertad, all 100 beds, soles 5–20 being the tariff per day for each hotel.
Air Services :—See under Air Section.

Tumbes (or Puerto Pizarro), occasionally visited by coasting steamer, the most northerly Peruvian port, on the Tumbes River, a place of a few hundred inhabitants, is a centre for charcoal burning and tobacco growing. Here Pizarro landed for his conquest of Peru.

The Ruins of Chan-Chan.

Four miles west of Trujillo stands the ruins of Chan-Chan, the imperial city of the Chimu Empire (overcome by the Incas *circa* 1400). The dilapidated city walls enclose an area of eleven square miles, containing the remains of palaces, temples, streets, houses, gardens and a canal. The adobe walls bear well-preserved moulded decorations in artistic patterns, and painted designs of merit have been found on pottery unearthed from the débris of a city ravaged by floods, earthquakes and treasure-seekers. The ruins can be reached from Trujillo by car, and there is ample time for a visit when the steamer stays a whole day at Salaverry.

PHYSICAL FEATURES.

The name **Peru**, given to the country by the Spaniards in the sixteenth century, and of uncertain origin, is said to have originated from the misrendering of an Indian word " Pelu " (=river). The existence of such an Indian name has been doubted. The spelling was Piru in some early MSS.

Peru is divided naturally into three well-defined regions :

(1) The narrow Coastal strip between the Maritime Cordillera and the Pacific ; arid and sandy, but intersected by fertile valleys.

(2) The Sierra or Andean region. Average height, 12,000 feet.

(3) The Montaña, or eastern lowlands. Western Peru, the developed part of the country, is divided more precisely into four regions : Puna, or plateaux and great altitudes ; Sierra or foothills ; Quebrada or lower slopes, broken by gorges ; and the Coastal plain.

The coast line is about 1,400 miles. Of the numerous islets may be mentioned Foca, San Lorenzo, San Francisco, Lobos de Tierra, and Lobos de Afuera, which possess rich deposits of guano. Piura, the great desert-region of the coast, extends for 200 miles from the gulf of Guayaquil to the Morope Valley, and here rain falls at intervals of three and four years. The second section of the coast country, also about 200 miles in extent, includes several well-watered valleys. In a third coastal section occurs the River Santa, which, rising in the Lake of Conococha nearly 13,000 feet above sea-level, has a course of 180 miles. The fourth section, of some 300 miles, contains the great valley of Cañete, famed for its cotton. The fifth, the Arequipa and Tacna area, covering 350 miles, includes numerous fertile valleys.

The great **Cordilleras** of the Andes enter Peru from the south in two separate chains : one from Bolivia and the other from Chile. These two unite together near Lake Titicaca, forming the Nudo de Vilcanota (Vilcanota Knot), 17,380 ft. Hence they again separate in two chains : Western and Eastern, and come together again near Cerro de Pasco (Pasco Knot), continuing north divided into three parallel ranges : Western, Central and Eastern. The Western and the Central finally join in Lota (Ecuador), whilst the Eastern chain losing altitude joins the Central Cordillera.

The Western Cordillera is the highest, and from it many rivers flow to the Pacific. The higher peaks include Chopicolqui, 22,000 ft. ; Huandoy, 21,300 ft ; Hualcan, 21,000 ft. ; Avtison Raju,

20,300 ft.; Chachani, 21,220 ft.; Vilcanota, 17,380 ft.; Pichu-Pichu, 18,600; Coropuna, 21,700; Solimani, 20,700; Sarasara, 20,300; and Huascaran, 22,000, the hig est mountain in the country. In the eastern Cordillera the chief peaks are Azungate, 21,200 ft.; Soiroccocha, 18,000; and Salcantay, 17,100. The mountain region includes plateaux, of which that enclosing Lake Titicaca is the chief. The gorges cut by streams in the mountains are known as "pongos."

In addition to Titicaca (5,500 square miles), **lakes** include Chinchaycocho or Junín, near Cerro de Pasco, measuring 37 by 7 miles, and Lauricocha, sometimes described as the source of the River Amazon, 14,270 feet above sea-level. Lake Pun Run, in the province of Junín, is 14,200 feet above sea-level.

The great **rivers** of the Peruvian sierra are the Marañon, the Huallaga, and several tributaries of the Ucayali. Most of these run through great gorges in a tropical climate; above them is a comparatively temperate zone, and, still higher, a cold and freezing plateau. The tropical forests at the foot of the Andes are traversed by navigable streams. The Marañon and the Huallaga unite, and are joined by the Ucayali, all forming part of the upper waters of the Amazon. The forests traversed by these rivers form the northern section of the Peruvian montaña. The southern half has rivers coming from the Eastern Andes, which help to form the Madre de Dios. This fertile region covers 800 miles from the Marañon to the frontier of Bolivia, and divides itself naturally in to the subtropical forests east of the Andes and the tropical forests in the plains of the Amazon. There are 58 rivers flowing to the Pacific.

The **climate** varies greatly according to the altitude. Along the Pacific coast it is tropical, cool all the year round on the inland plateaux, and very hot in the eastern Amazon district. There is practically no rain on the coast, but the heat is moderated by the Humboldt current. At times in the winter, when heavy fogs come inland from the Pacific, the coast is cool. The dry season is November-April; the wet season May-October.

POPULATION.

The **population,** estimated at 6 millions, cannot be stated with certainty. The pure Indians of the sierras form a majority; the tribes of the Amazonian region are computed to number 300,000. The ruling class of Spanish descent may number 500,000, and probably more than one million are of mixed blood or Asiatic in origin. There are about 25,000 Chinese and Japanese. There are 964 British residents in Lima and Callao, and 500 from the United States.

Life at High Altitudes:—The effect of life at such altitudes as 15,000 feet has been studied scientifically in the High Andes. Professor Barcroft of Cambridge, examining native boys engaged in heavy labour at the mines, found their stature small, their chest development great, "their ribs standing out like ribs of a barrel." Their blood, containing an unusual number of red corpuscles, was specially adapted for picking up the relatively small amount of oxygen present in the air. European engineers long

resident at these heights undergo a similar adaptation, but suffer a certain loss of vigour.

Native Indians :—The Aymara and Quechua peoples are the two chief native Indian races. The former inhabit the borders of Lake Titicaca and the mountain plateaux, and the other the lowlands. The races differ greatly in character. The Aymara is fierce and bold, of medium stature and great strength. He endures extreme cold in comfort, and his pedestrian powers are wonderful. The Aymaras are copper-coloured or olive-brown, and make good soldiers.

The Quechua is lighter in colour, and his character is docile. He is of great bodily strength, and the women are even stronger than the men.

A PERUVIAN CALENDAR.

1530. Pizarro and Almagro begin the occupation of Peru. The Inca Atahualpa defeated and captured by Pizarro.
1533. Execution of Atahualpa. Capture of Cuzco by the Spaniards.
1535. City of Lima founded.
1541. Assassination of Pizarro.
1551. Antonio de Mendoza made Viceroy.
1560. First olive tree planted in Peru.
1567. Jesuits arrive in Peru.
1570. Tribunal of the Inquisition founded.
1571. Execution by the Viceroy of "the last of the Incas," Tupac Amaru.
1574. System of galleons introduced.
1579. Drake harries the coast.
1582. System of runner posts introduced.
1796. Ambrose O'Higgins made Viceroy of Peru.
1819. Navy organized for the liberation of Peru, under Lord Cochrane, arrives off Callao.
1821. San Martin proclaims the independence of Peru.
1823. José de la Riva Agüero elected first President.
1824. Battle of Ayacucho. Bolívar elected President
1827. General de Lamar succeeds Bolívar.
1828. Constitution promulgated.
1829. War with Colombia. Lamar deposed.
1835. Santa Cruz intervenes in Peru and establishes the Peru-Bolivian Confederation.
1839. Peru-Bolivian Confederation defeated by Chile.
1846. Exportation of guano begun.
1847. Unsuccessful invasion of Peru by the Bolivian General Ballivián.
1855. Slavery abolished.
1856. New Constitution promulgated.
1860. Constitution modified.
1866. Peru joins Chile, and declares war on Spain. Callao bombarded.
1868. Treaty of peace with Spain.
1876. Peruvian-Brazilian frontier dispute settled.
1879. Outbreak of the Nitrate War.
1881. Lima occupied by the Chileans.
1884. Peace signed with Chile.
1884–5. Insurrection under General Cáceres.
1886. General Cáceres elected President.
1892. Great fire at Callao.
1895. Lima besieged by insurrectionists. General Pierola elected President.
1919. Joins the League of Nations.
1920. New Constitution promulgated.
1921. Reserve Bank founded.
1929. Tacna Arica dispute settled.
1930. Bolivar Centenary. President resigns.
1931. Visit of the Prince of Wales. Successive revolutions.
1932. Difference with Colombia over Leticia territory.

GOVERNMENT.

A new constitution was promulgated on April 9th, 1933. Legislation is vested in a congress composed of a Chamber of Deputies elected by direct suffrage, and a functional Senate. The number of Deputies and Senators is fixed by law. The Chamber of Deputies is elected for a period of five years. The Senate is elected for a period of six years, and one-third of its members is renewed every two years. The President, to whom is entrusted the Executive Power, is elected for five years and may not be re-elected until after one Presidential term has passed. Male citizens over twenty-one years and able to read and write are eligible to vote. Registration and voting are compulsory up to the age of sixty. Women vote in municipal elections.

ADMINISTRATION.

There are twelve judicial districts in which justice is administered by superior and minor courts, and there is also a Supreme Court at Lima, the judges of which are chosen by Congress.

The 23 departments are divided into provinces (114 in number) and the provinces into 873 districts. Each department and province is administered by a Prefect and Sub-Prefect.

The army upon a peace footing numbers 10,000. The navy includes a river flotilla, cruisers, and submarines. Both army and navy have aviation branches.

The Constitution guarantees complete religious liberty. The **religion** of the Republic is Roman Catholicism. The churches and convents are protected by the State. Lima is the seat of an archbishop, under whom are 13 bishops. Civil **Marriage** is obligatory and absolute divorce has been established.

The language is Spanish, but the Quechua and Aymara dialects are spoken among the Indian population.

The Tacna-Arica Treaty :—The 50-year-old dispute between Peru and Chile over the provinces of Tacna and Arica was settled in May 1929. The territory under dispute was divided into two parts : Tacna for Peru and Arica for Chile. The dividing line is ten kilometres north of, and parallel to, the Arica-La Paz Railway.

PRESIDENTS (since 1914).

General O. R. Benavides	1914
José Pardo (second term)	1915
Augusto B. Leguía (second term)	1919
Augusto B. Leguía (third term)	1924
Augusto B Leguía (fourth term, Resigned 1930) ..	1929
General Luiz M. Sanchez Cerro (Assassinated)	1931

PRESIDENT.

General Oscar R. Benavides. 1933.

Interior	
Public Works	Hector Boza.
Justice and Education	José de la Riva Aguero.
Foreign Affairs	
Finance	
Marine and Aviation	Benjamin Roca.
War	

NATURAL RESOURCES.

Agriculture employs a large majority of the people despite the expansion of the mining and oil industries. About 3 million acres are cultivated in the irrigated coastal lands and in the mountain areas.

Cotton is indigenous and is cultivated in 35 of the coastal valleys and a few inland districts. Five chief varieties are grown, greatly differing from each other in their general characteristics: Full-rough (Aspero) in the Piura district; Semi-rough (Semi-aspero); Smooth (Suave) in the Chincha and some other valleys; Tanguis, valued because of its liberal yield, in the Pisco district; Mitafifi produced from Egyptian seed and partaking of the Egyptian character. Sea Island and Sakel varieties are grown upon a smaller scale.

The greater part of the crop is obtained from the southern coastal valleys, where a rich alluvium is deposited by the melting of the snows in the Cordillera. Pisco is the principal point of export and the Tanguis variety forms over 75 per cent. of the whole. The principal picking seasons are earliest in the northern valleys, where they extend from January to May. From Lima to Pisco picking extends from April to August or September. The Ica district furnishes a small summer and a larger winter crop. Probably 40,000 labourers are employed upon the large estates and in addition there are many thousands of small cultivators. The development of irrigation promises to increase the acreage under cotton in the coastal area and cotton might be grown upon large tracts in the Amazonian region. Production in 1931-32 was 950,000 quintals. Estimated production for 1932-33 is 1,100,000 quintals.

The internal consumption is estimated at 5,800 tons. The exports were 54,623 metric tons in 1930, 43,500 in 1931, and 46,271 in 1932. Exports of cotton derivatives in the form of seed, seed paste, oil, etc., in 1932 were 50,260 metric tons.

Sugar, the second agricultural crop, is cultivated along the coast and in the deep valleys of the Andes. The Chicama Valley, north of Trujillo, is first in importance, the Lambayeque Valley, near Pimentel second, and the neighbouring Santa Catalina Valley, third. There are important sugar estates in the Carabayllo Valley, on the Lima-Ancón railway, and in the Huaura and Sayan Valleys, near Huacho. The Saña Valley, near Eten, the Pativilca, near Supe, and the Nepeña, near Samanco, are all considerable sources, and there are others near Chimbote. There is no time of year when planting and harvesting cannot go on, and the sugar mills grind the year round. Conditions of soil, climate, labour, cost of production and freedom from disease are exceptionally favourable. Large estates are the rule and it is computed that 50 estates raise about 95 per cent. of the total crop (400,000 tons in 1932-33). About 60,000 tons of the sugar is locally consumed and the rest exported in the raw state.

The exports of sugar were 334,760 metric tons in 1930, 361,612 metric tons in 1931, and 314,779 metric tons in 1932. Over 200,000 metric tons were exported to Great Britain and 86,000 metric tons to Chile. Peruvian exports are now subject to a quota under the Chadbourne Plan.

Rice, grown in Pacasmayo, Chiclayo, and Lambayeque Valley, by methods capable of improvement, is planted upon about 180,000 acres and hulled in local mills. Until 1931 Peru was a heavy importer of rice from China, but to-day production is sufficient for local needs, and in 1932 a consignment was shipped to Chile. Peruvian consumption is about 600,000 bags per annum. Production in 1932 was 74,000 tons, but was less in 1933. Export, 1932 : 1,287 metric tons.

Wheat is grown upon the higher lands, generally without irrigation, but efforts are being made to introduce it into the coastal regions. The crop of about 80,000 tons is consumed locally, so that imported wheat is used upon the coast. Experimental stations have been opened for the improvement of the yield. **Barley** thrives at 12–14,000 feet, and together with quinoa forms a staple food of the Indians of the sierra. **Maize** or " Choclo " grows at all elevations up to 13,000 feet, and yields heavy crops in the Arequipa district.

Vegetable gardening is encouraged by grants of guano manure at reduced prices. Green vegetables grow freely near the coast and inland and realize good prices in Lima. Peas and beans of many varieties are widely distributed. The root crops are large and potatoes do well at all altitudes. In the warmer regions mandioca or " Yuca " is cultivated by Indians.

Fruit-growing :—Peruvian fruits could be improved both in quality and quantity by the adoption of scientific methods. The Urubamba Valley, near Cuzco, is one of the best-favoured districts and famous for its pears. Strawberries are grown for market near Lima. Date-palms flourish between Pisco and Ica. Excellent oranges are grown near Palpa. Bananas are imported from Ecuador although the Peruvian coastal valleys are suitable for their culture. The grapes of Southern Peru are of a renowned quality and ripen at a period when the markets of the northern countries are short of supplies. Olives and figs do well in the southern valleys. Arequipa guavas are famed. Peaches, pears, plums, quinces, and apples all grow on the sierra. Raspberries and blackberries are native to the Andes. The opportunities of preserving these fruits and marketing them deserve attention.

Among fruits more or less confined to Peru are the highly perishable chirimoya, the sugary lúcuma, the níspero del Japón, or loquat. The capuli, or wild cherry, grows on the roadsides of the higher Andes.

Vines are cultivated in Chincha, Pisco, Ica, Camaná and Moquegua on an approximate acreage of 32,000. White and red wines are produced as well as brandy. Total production : wines, 32,000,000 litres ; aguardientes, 1,300,000 litres.

Coca is grown in the Cuzco, Ayacucho, and Huánuco districts, coca being a necessity to the Indian population. Coca in the leaf is consumed locally, but cocaine is made at Huánuco, Lima and Otuzco. About 3,300 pounds are exported annually, principally to Japan.

Coffee from the coastal valleys, some sierra districts and points in the eastern montaña is produced in a quantity which leaves a

small surplus for export. The Perene Colony is the chief centre of production, and is becoming an important source of high-class coffee. Plantings have also been made on a fairly large scale along the banks of the Putumayo, and there are small annual exports through Iquitos. Exports, 1932, 2,421 metric tons. **Cacao** is a product principally of the Cuzco district, amounting to 200–300 tons per annum. About 200,000 cacao trees have been planted in the Perene region, and there are plantations near Pevas, on the Amazon, and in the Huallaga hinterland.

Tobacco is a State monopoly, and may only be grown lawfully under licence. The quality is irregular, and both leaf and manufactured tobaccos are imported. Experiments with Cuban and other varieties are proceeding in the Tumbes district, and tobacco is grown successfully in the hinterland of the Huallaga River.

Olives grow in the Moquegua Valley to an estimated total of 1,000 tons a year. They are also grown in the valleys of Camaná, Vitor, Ilo, and Azapa. Oil extracted from them at Ilo is used for cooking in all parts of the country, and is also used for the manufacture of soap at Ilo, Arequipa, Callao and Lima.

Quinine bark, exported now upon a very small scale, is gathered near the Ecuadorean frontier. The shrub is not cultivated and the natural supply has been heavily depleted by reckless collection.

Castor oil is produced in Payta province from beans cultivated in the Department of Piura. The plant occurs in a wild state throughout the cotton-growing districts.

Irrigation was practised before the Conquest. It is indispensable in the rainless coastal region, and necessary to secure an even supply of water on the mountain slopes. The work is supervised by the Comisión Tecnica de Aguas. It is due to artificial irrigation that agriculture has become the chief source of wealth. Approximately one million acres are irrigated within the coastal zone, and the area could probably be extended by one-half.

About 20,000 acres of desert in the Cañete valley are being fertilized by the Pampas Imperial irrigation scheme. The Government proposes to irrigate 100,000 acres in Piura and Lambayeque departments at a cost of £5,000,000. A project, known as the Olmos Scheme, involves the diversion of the waters of the Huancabamba River through an 18-mile tunnel and provides for the irrigation of 408,000 acres, largely desert hitherto. The work is at a standstill.

A concession has been granted for irrigating 300,000 acres in Camaná Province (Arequipa) where the climate is favourable to cotton-growing.

Livestock :—The available information suggests the following estimated totals :—

Cattle	1,850,000	Donkeys	200,000
Sheep	12,000,000	Alpacas	650,000
Goats	650,000	Llamas	650,000
Horses and Mules ..	400,000	Swine	800,000

Cattle are bred successfully in the central highlands in Junín at an altitude of 14,000 feet, near the works of the Cerro de Pasco Copper Corporation. Dairying in the Lima district suffers from

want of forage. Butter is made in a quantity of about 500,000 lb. a year in the Junín Department.

The breed of cattle and horses is being improved through the agency of the Asociación de Ganaderos del Peru, Lima, and that of sheep at the Government Model Farm, Chuquibambilla, Puno. The highlands are the natural habitat of the alpaca, reared for its wool, and the llama, the traditional beast of burden. The guanaco is not of economic importance, and the vicuña, famed for the fineness of its wool, is extremely rare.

Exports of hides and skins: 1931—2,137 metric tons; 1932—1,718 metric tons.

Wool is the most important commodity in the trade of the Arequipa district, and the exports of alpaca wool form the chief part. Peru has about 12,000,000 sheep. Improved Peruvian wool grown on merino and crossed merino sheep is exported. Exports, 1929—4,796 metric tons; 1930—3,243 metric tons; 1932—4,135 metric tons.

The abundance of **fish** in Peruvian waters includes many most desirable table varieties. Fishing and fish-preserving are not organized on a scale commensurate with the opportunities. Callao and Mollendo are the principal centres.

Forest Products: —The Montaña, in the eastern part of the country, is rich in timber which, with the present means of transport, cannot profitably be brought to the coast. Cedar, oak, and mahogany abound, and the timber ranges from extremely hard steelwood (palo acero) down to soft light wood like palo balsa, used in constructing native boats.

The only export of hard woods is made *via* the Amazon River from Iquitos, where there are sawmills. The rivers considered best for timber exploration are those north of the Amazon and Marañon. Over 8,090 metric tons of mahogany were exported in 1932.

Before the advent of plantation **rubber,** wild rubber collected in the Peruvian Orient was one of the principal exports. It has decayed to insignificant proportions. The rivers along which rubber is collected include the Ucayali-Tapiche, Huallaga-Marañon, Napo-Amazonas, Yavari and Putumayo. Iquitos is the centre of the trade. Exports: 1931, 31 metric tons; 1932, 29 metric tons.

Tagua or vegetable ivory, the produce of the yarina palm, is exploited largely by Iquitos river-traders. Exports in 1932 amounted to 1,445 metric tons.

Quinine, copaiba, and quillaia are three out of the hundreds of medicinal plants commonly met in the forest region. Efforts are being made to find a market for Barbasca root, which, by reason of its high rotenone content, is a powerful insecticide.

Balatá trees are felled, not tapped, by the native collectors, and the supply is accordingly diminishing. "Quinilla" is the local name for the several species of trees, which are especially abundant on the eastern side of the Andes in the Ucayali district. Exports of balatá through Iquitos: 1931, 458 metric tons; 1932, 138 metric tons.

MINERAL RESOURCES.

The promontory immediately south of the Ecuadorean frontier comprising, among others, the Zorritos, Lobitos and Negritos oil-fields, has thus far proved the most prolific source of **oil.** The first oil wells were drilled near Negritos, 15 miles south of Talara, towards the end of last century, but it was not until 1904 that the Peruvian oil industry began to make rapid progress. The output in 1929 was 13,386,000 barrels; 1930, 12,485,000 barrels; 1931, 10,106,000 barrels; 1932, 9,899,749 barrels.

The International Petroleum Co., with over 1,000 wells, has a large refinery at Talara, and is responsible for about 75 per cent. of the total output. The Lobitos Company has 557 wells at Lobitos and Cabo Restin, and produces about 6,000 barrels a day. The Zorritos works a smaller number of wells.

The best results have been obtained at sea-level, but oil has been got at 8,000 feet above the sea. Signs of oil have been found in Junín Department and upon the eastern side of the Eastern Cordillera. The Standard Oil Co. of Peru, with headquarters at Iquitos, is exploring the unexploited Amazonian region, on the Upper Marañon, Huallaga and Ucayali Rivers.

Mining for metals is very much in the hands of North American companies and is carried on chiefly in the mountains of the north and centre. The Cerro de Pasco Copper Corporation is reported to have invested £14 million, chiefly in mines and smelters and housing, partly in a railway and in farming.

The developed **Copper** ore reserves show a sufficient amount to operate for many years. The exhaustion of the richer lodes has been offset by the employment of more economical plant. The working costs of the best-placed producers are reduced by the gold and silver contents, and one Corporation has the credit of producing at a lower cost than any in the world. The Morococha and Cerro de Pasco districts are by far the most prolific. Exports of copper bars: 1931—44,330 metric tons; 1932—22,531 metric tons. Concentrates: 1931—2,460 metric tons; 1932—2,457 metric tons. Copper ore, 1932—1,384 metric tons.

Silver: Peru ranks as the fourth largest producer in the world. The output arises both from copper-working and from the lead-silver ores of the Morococha district and the Caylloma mines near Arequipa. Silver working is therefore in part dependent upon the prosperity of the copper industry. Cerro de Pasco, Colquijirca and Milluachuachaqui are the main sources. Exports: 1930, 495 metric tons; 1931, 279 metric tons.

Gold is found to some extent in almost all parts of the country, and the principal copper and lead mines carry appreciable amounts. The chief gold deposits are, however, found in the mountains and along the tributaries of the Amazon. The gold to-day is largely a by-product of the copper companies. The principal regions exploited for gold alone are Pataz, Coaza, and Cochasayhuas. The Santo Domingo mine upon the Puno-Cuzco railway has been re-opened. There are new works at Aporoma, Department of Puno. The method used is that of washing away gold bearing rock and soil. Exports: 1930, 2,649 Kg.; 1931, 2,470 Kg.; 1932, 1,980 Kg.

Lead, obtained principally near Casapalca and worked also by modern appliances at Pataz, occurs also near Atocha. Exports, 1932: Lead bars, 327 metric tons; lead concentrates, 806 metric tons; lead ore, 1,471 metric tons.

Exports of **Zinc** in 1930: 8,962 metric tons; 1931, 104 metric tons.

The principal **vanadium** mine in the world, at Minaraguas, lies to the west of Cerro de Pasco. The ore is shipped in the raw state and the supply is about 80 per cent. of the world's requirements. Production in 1930 was 447,264 kilos, but since October of that year the mine has been closed.

Borax exists in large deposits at Laguna de Salinas, 50 miles south of Arequipa, where a British company is working them. Production, which in 1927 reached 11,850 tons, has now been reduced to almost nothing.

Bismuth is found and smelted at San Gregorio, near Cerro de Pasco. Antimony, tungsten, molybdenum, sulphur, and mercury are worked.

Handsome black and gold marble is quarried 18 miles from Lima at Pachacamac. Salt is a Government monopoly.

Large deposits of **iron** in the form of hematite rest unexploited. The Marcona field, which has been declared State property, extending from the mouth of the Ica River, south to Puerto Lomas, at a distance of 10 miles from the coast, is computed to contain 500,000,000 tons, yielding 60–65 per cent. of iron.

Limestone is present in the locality, but there is no fuel. Red hematite exists in large quantity in the western Cordillera, near the source of the Mantaro River, 130 miles from the coast. There are smaller deposits of iron 60 miles inland from Payta, in the Tambo Grande district; at Aija, 60 miles inland from the port of Huarmey; and at Callaycancha, north of Aija.

Coal is raised for smelting. The 160,000 tons mined by the Cerro de Pasco Corporation form 97 per cent. of the total production. Known deposits of bituminous coal and lignite are generally inaccessible. Anthracite is mined at Huayday, 75 miles from Salaverry.

Guano since 1909 has been the subject of a monopoly. The deposit is worked as a mineral chiefly upon the islands, which are taken in rotation after 2½ years' rest.

Cost of Living:—The cost of living, aggravated by the adverse exchange, has been rising since 1920. Housing accommodation has been deficient in quantity and building materials have been dear. More attention is given to export than to food crops for home consumption, making vegetable foods expensive. Butter, cheese and meat fetch high prices at retail, partly in consequence of the defects of inland transport. The import tariff leads to exorbitant charges for clothing and articles both of necessity and luxury. In 1933 prices were falling again somewhat, for many articles previously imported are now manufactured locally.

Colonization :—Attempts have been made to populate the vast tropical region in the eastern portion of the country with good-class immigrants from Europe, who obtain land on advantageous terms, together with other facilities to enable them to become successful settlers. The most important scheme is for the settlement of 12,500,000 acres in the district between the Huallaga and Ucayali Rivers. Another plan is for the settlement of 3,000,000 acres near the Satipo River.

On the Perene Colony, 10 miles north of La Merced, coffee, fruits and fibres are grown with Indian labour. The colony is connected by a motor road, 100 miles long, with Oroya. The Peruvian Corporation, the owners of the property, have large undeveloped tracts of land.

Note :—Immigration has been restricted since 1930. No visas are given to third-class passengers unless they are in possession of at least $2000.00.

INDUSTRIAL DEVELOPMENT.

Manufacturing Industries :—Peru is primarily a producer of raw materials, but attempts have been made to foster manufacturing industry, and notably by means of a protective customs tariff. Copper smelting employs the largest number of hands, and there are sugar, cotton, woollen, flour and lumber mills, cotton ginneries, tanneries, breweries, cotton-seed oil, soap, biscuit, and chocolate factories, foundries, refrigerating and meat-packing plants, and a large cement works. Boots, hats, bottles, and brooms are among the manufactures. The number of cotton-seed oil, cake, and soap factories is increasing.

Of late years the manufacture of textiles in particular has made great strides. The cotton mills around Lima employ 3,000 workers and consume 20,000 bales of raw cotton yearly. The total annual production of cotton cloth in Peru is estimated at 40,000,000 metres. The consumption of the Lima and Cuzco woollen mills is about 1,000,000 lb. of wool per annum.

Road Transport :—The mountainous character of much of the country imposes great difficulties in road-making. The normal roads are not metalled, but are generally suitable for motor traffic.

Lima is connected with Callao by capital paved roads. Motors are used on the 650-kilom. gravel track from Lima to Cañete, Pisco, Ica, Chincha and Lomas to the South, and it is possible to travel by car as far as Chiclayo to the North. The important gravelled road through Canta to Cerro de Pasco and Huanuco has been completed. A road from Huanuco to the upper reaches of the Amazon is under construction. The new concrete highway from Lima up the Rimac Valley to Chosica is open. From Chosica to Matucana it is of gravel. Motors also pass from the railhead at La Mejorada to Ayacucho (160 kilom.) and from La Oroya to La Merced (125 kilom.). A mining company has constructed 135 kilom. of metalled road between Trujillo and Quiruvilca (12,000 ft. altitude). A highway has been opened between Cuzco and La Raya.

Motor trucks are used on country roads rather than light cars. There are 12,000 miles of road, of which 1,140 have been macadamised, 60 concreted, and 3,146 of graded earth.

FOREIGN TRADE.

	1932. Soles.	1931. Soles.	1929. Soles.
Exports ..	178,529,111	197,417,166	335,081,460
Imports ..	72,062,663	97,925,362	182,474,370

In 1932 Great Britain took 17.8 of the imports and supplied 30.2 of exports. United States figures were 29.1 and 11.5 respectively.

These figures are inclusive of the movement of trade through the port of **Iquitos.**

NATIONAL DEBT. (December 31, 1931).

External Debt :	
Dollars	$89,280,626
Sterling	£3,489,431
Internal Debt :	
Sterling	£844,224
Dollar	$10,538,926
Soles	S91,731,029

The Government defaulted in certain external coupons and bonds in 1931.

Foreign Capital :—The amount of British capital invested in Peru and quoted on the London Stock Exchange is about £27,663,106 Americal capital, according to the Department of Commerce, is £25,500,000.

THE PRESS.

The principal daily papers are : " El Comercio " and " La Crónica." The former publishes afternoon editions. " El Callao," an afternoon paper published in Callao, has also a considerable sale. The " West Coast Leader." published weekly in English, periodically issues special numbers of exceptional interest.

CURRENCY, WEIGHTS AND MEASURES.

In 1931 a decree stabilized the exchange on a gold basis, making the equivalent of the gold sol 28 cents U.S., but the gold standard was abandoned in 1932, and a monetary law passed fixing the gold guarantee at 50 per cent. with an additional backing of 20 per cent. in silver.

The nickel coins are the sol and the half-sol (50 centavos), 20, 10, and 5 centavos. There are 100 centavos in the sol. The copper coins are the 2-centavo and 1-centavo pieces.

The **metric** system of weights and measures is general along the coast and in the more populous centres. Other weights and measures used in the interior include the :—

Onza	= 1.014 oz. avoirdupois	25 libras	= 1 arroba.
Libra	= 1.014 lb. ,,	1 vara	= 0.927 yard.
Arroba	= 25 lb. ,,	1 square vara	= 0.859 square yard.
Quintal	= 101.44 lb. ,,	1 peruvian gallon of wine	
Carga	= 364 lb. ,,		= 6.70 imperial gallons.

PUBLIC HOLIDAYS.

January 1 : New Year.
January 6 : Epiphany.
March 19 : San José.
May 26 : Ascension.
June 29 : SS. Peter and Paul.
July 28, 29, 30 : Independence.
August 15 : Assumption.
August 30 : Sta Rosa.
September 24 : Our Lady of Ransom.
October 12 : America Day.
November 1 : All Saints.
November 27 : National Holiday.
December 8 : Immaculate Conception.
December 25 : Christmas.

Shrove Carnival, 2 days ; Easter, 2 days ; Corpus Christi.

POSTS AND TELEGRAPHS.

In 1921 the **postal,** telegraph, and radio-telegraph services of Peru were leased for twenty-five years to Marconi's Wireless Telegraph Company, Ltd. The arrangement was ratified in 1926. The National Telephone Company was formed in 1928. To-day Lima is in telephonic communication southwards with Cañete, Chincha, Tambo de Mora, Pisco and Ica; northwards with Huacho, Supe, Sayan, Paramonga, and Huaras; and eastwards with Oroya, Jauja, Huancayo, Tarma and La Merced.

Peru is in the Postal Union. To Spain, the United States and Latin America the letter postage is 10 centavos per 20 grammes; to other foreign countries 15 centavos initially and 10 c. per 20 grs.

Letters for transmission by **air mail** require prepayment at varying rates. Planes carrying mail to New York and Europe leave Lima on Tuesdays and Saturdays; to Chile and Argentina, on Thursdays and Sundays.

There are three submarine cables between Peru and Chile, and two between Peru and the northern republics. The West Coast of South America Telegraph Co. and All Americas Co. own cable lines. Wireless stations have been established at many internal points, including Iquitos, and a powerful station at Lima links Lima with Chile, Argentina, Uruguay, Brazil, U.S.A., Canada, Mexico, Cuba, and Europe. A telephone service is available from Great Britain to the cities of Ancón, Callao, Chosica, Puente, Piedra, and Lima.

Outward **mails** are despatched fortnightly *via* Panamá for the United States and Europe, and *via* Valparaiso for Buenos Aires. Homeward mails arrive fortnightly.

Broadcasting is transmitted from Lima on 380 metres and Arequipa on 275 metres. Reception from abroad is heavily subject to static interference.

PERUVIAN LEGATION AND CONSULATES IN GREAT BRITAIN.

RESIDENCE.	DESIGNATION.	NAME.
Chancery of Legation, 65 Cadogan Square, S.W.1.	Envoy Extraordinary and Minister Plenipotentiary.	Sr. Alfredo Benavides.
	First Secretary	Carlos Holguín y de Lavalle.
	Military Attaché	Lt.-Col. José F. Vásquez.
London	Consul-General	C. E. Marrou.
145 Sloane St., S.W.1.	Chancellor	Francisco Eguiguren.
Belfast	Consul	Raymond Augustine Burke.
Birmingham	Acting-Consul	F. Hickinbotham.
Cardiff	Vice-Consul	Alfred Bovey.
Edinburgh	Consul	Hon. James Moncreiff Balfour.
Glasgow	Consul	José Varela.
Hartlepool	Vice-Consul	L. K. Fawcitt.
Huddersfield	Consul	John Arthur Freeman.
Hull	Consul	C. Downs.
Liverpool & Manchester ..	Consul-General	M. F. Cossio.
Newcastle-on-Tyne ..	Consul	C. Allison.
Newport (Mon)	Consul	Mario Williams.
Plymouth	Consul	Arthur Bellamy.
Queenstown	Consul	James Charles Rohan.
Sheffield	Consul	William Ernest Wheatley.

BRITISH LEGATION AND CONSULATES IN PERU.

The letter (M) denotes that the Consular Officer holds a Marriage Warrant. Members of the Diplomatic Service do not require Warrants.

RESIDENCE.	RANK.	NAME.	CONSULAR DISTRICT.
Lima	Envoy Extraordinary and Minister Plenipotentiary.	Victor Courtenay Walter Forbes	—
	(M) Commercial Secretary (Grade 2, local rank) ..	Darrell Wilson ..	Republic of Peru, with the exception of the Department of Loreto.
	Archivist	H. W. Speck, M.B.E.	
	Vice-Consul ..	A. S. Fordham ..	
	Vice-Consul ..	George R. Selle ..	
Callao ..	Vice-Consul ..	H. E. Young ..	
Arequipa ..	Vice-Consul ..	Reginald W. Stafford	
	Pro-Consul	J. W. Mahoney ..	
Mollendo ..	Vice-Consul ..	C. J. Bowes	
Paita ..	(M) Vice-Consul ..	R. Antram	
Trujillo ..	Vice-Consul ..	E. A. R. Clements ..	
Iquitos ..	Consul	J. W. Massey ..	Department of Loreto.

Information for Passengers.

Passengers over 12 years of age and not Peruvian subjects require individual passports with a signed photograph attached; *visé* by the Peruvian Legation or Consulate in the country of embarkation. A certificate of recent vaccination is necessary.

Aliens landing in Peru must register at once with the police, and travellers, to avoid delay and inconvenience, should carry with them three spare photographs required in connection with these formalities

No steamship ticket can be extended without the production of a police permit to leave the country. Travellers remaining in the country more than 30 days are required to take out Letters of Identification before the expiration of that period. Fee, 10 gold soles every six months.

The Government has waived passport requirements for **tourists** visiting Peru in order to stimulate travel.

PERUVIAN RAIL ROUTES.

The country has about 3,000 miles of railway, the principal lines being those operated by the Peruvian Corporation Ltd. These are :—

The Central Railway, a standard-gauge line from Callao to Huancayo, 298 miles distant, on the Atlantic side of the Andes, with branches to Morococha (9 miles from Ticlio), and northwards to Barranca.

The most important in the country, and the highest standard-gauge railway in the world, it opens out scenic vistas of a grandeur hardly to be exceeded in any part of the world. The views obtainable from the window between Lima and Oroya transcend, in some opinions, the most majestic in the Alps.

Sunday excursions are arranged to Rio Blanco, and in this ride of 74 miles, during which an ascent is made to 11,500 feet, much of the most picturesque scenery can be viewed. Galera station,

98 miles from Lima, stands at 15,680 feet, and Oroya at 12,225 feet. The highest point on the line, La Cima, is 15,805 feet above the sea.

There are sixty-five tunnels and sixty-seven bridges. Fifteen "zigzags" exist at points where the steepness of the mountain-side permits of no other means of ascent.

The following are the principal zigzags upon the main line given in the order in which they are met in travelling from the coast :

San Bartolomé.	Cacray Abajo.	Johnston.
Viso Abajo.	Cacray Arriba.	Tingo Abajo.
Viso Arriba.	Chicla.	Tingo Arriba.
Tamboraque.	Saltacuna.	Rumichaca Sur.
Aruri.	Backus.	Rumichaca Norte.

The ascent is accomplished without the use of a rack line.

The Southern Railway of Peru runs from Mollendo *via* Arequipa to Juliaca and Cuzco. From Juliaca a spur is carried to Puno, on the western shore of Lake Titicaca. The company's steamers, Puno–Guaqui, connect with their trains, Guaqui–La Paz, Bolivia. See p. 128.

The service Mollendo–La Paz, in conjunction with the all-rail route Buenos Aires–La Paz (page 127), permits a transcontinental journey to be made *via* Peru. Use of this alternative is increasing.

The **Trujillo Railway :**—The coast terminus is at the port of Salaverry, which has a well-equipped mole with excellent landing facilities. It extends to Ascope with branches to Cartavio and Menocucho, and serves a sugar-growing district. The extension to the coal mines of Huayday has been completed as far as Cimbron.

The **Chimbote Railway :** -The line to Tablones (57 kilometres) is owned by the Peruvian Corporation. A State-owned extension open to traffic to Caras is to be continued to Huaraz and Recuay.

The **Pacasmayo Railway** connects the port of that name with the towns of Guadalupe (42 kilometres) and Chilete (105 kilometres), traversing a productive district chiefly devoted to the cultivation of rice. There is a daily service of trains to Guadalupe, and a bi-weekly service to Chilete. From various points on the line easy horseback journeys can be made to other centres, for instance, to Chocope, Chiclayo, and Cajamarca.

The **Pisco to Ica** Railway, forty-six miles, is the highway by which the products of the departments of Ica, Ayacucho, and Huancavelica reach their coastal outlet at Pisco, one of the oldest of the Peruvian ports. After traversing the plain of Chunchanga, between the Ica and Pisco rivers, the line changes its direction at the village of Guadalupe, where it crosses the Ica Valley and reaches the city of that name.

The **Payta to Piura** Railway is a well-kept standard-gauge line sixty miles in length, passing through a fertile district

Trains leave on Mondays, Wednesdays, Fridays, and Saturdays for Piura, returning on Tuesdays, Thursdays, Saturdays and Sundays.

State Railways.

Of the railways under the management of the State the more important are :—

The **Peruvian North-Western Railway,** with headquarters at Huacho, connects that port by a winding course with the Central Railway at Ancón. Through connection can be made with Lima daily.

Ilo to Moquegua Railway :—The line is 102 kilometres in length, linking the fine port of Ilo with Moquegua, the capital of its province. The district is an agricultural one, its principal exports being wine, olives, and olive oil.

The **Cuzco-Santa Ana** (or F.C. de Convención), 110 km., through a fertile tropical region, is completed. There is a branch to Urubamba. Gauge .91 metre.

Other State lines are the following :—

Tumbes—Puerto Pizarro, 11 km.

Huancayo—Huancavelica, 130 km.

Tablones—Huallanca, 82 km.

Lima—Lurin, 46 km.

There is under construction the Pachitea (or Ucayali) Railway, intended to connect the central sierras with the eastern rivers. Some 70 or more km. have been completed from Tambo del Sol on the privately-owned Cerro de Pasco Railway. The northern terminus is to be Pucalpa (480 km.), upon the Ucayali River.

Work is proceeding on a line from Ascope to the head of the Chicama River ; and on one from Huacho to Supe and Barranca. The points last-named and Alpas, in the Pativilca Valley, are served by some 54 km. of State railway.

Private Railways.

Four mining companies own private lines, the chief being that of the Cerro de Pasco Corporation. Regular services are maintained by this company between Oroya and Junin, Cerro de Pasco and Goyllarisquisga in connection with the Central Railway. Plantation railways exist on certain of the sugar estates. The Eten and Pimentel Railways are owned by the proprietors of the piers.

Guidance for Commercial Travellers.

A law of June 26, 1912, regulates the admission of commercial travellers' samples. Duplicate inventories are required if dutiable articles of commercial value are carried. These lists should show the mark, number and gross weight of the package and an individual enumeration of each article with its tariff classification. The duty may be refunded upon re-exportation within six months.

According to an agreement between the United Kingdom and Peru, which came into effect on February 6, 1930, British commercial travellers can now obtain a licence valid throughout Peru on payment of a single fee.

THE JOURNEY TO CUZCO.

Mollendo—Cuzco (Southern Railway).

As the sea is left behind, a steady climb begins, winding in, out and around the foot-hills. The Tambo Valley comes into view on the right, and miles of fields with alfalfa, sugar-cane, and cotton contrast with the barren slopes on the left. Sahara is not more devoid of vegetation than the foot-hills of the Andes on this coast. At every station there is a little oasis irrigated by water from the railway tanks, and these places are veritable tropical gardens, bearing vivid testimony to the fertility of the soil and climatic conditions which, given water, would enable these millions of acres

of hillside and plateau to supply cotton, sugar, grain, and fruit. Cotton plants are seen in several of these gardens, twelve or more feet high, with blossoms and mature bolls on the same bush throughout the year. Cotton, corn, figs, cane, and roses grow side-by-side in luxuriance.

The sand dunes near La Joya, on the broad level plateau about half-way between Mollendo and Arequipa, are unique in formation and appearance. The main formation of the plateau is a coarse, brownish lava sand which appears too heavy to be blown. Scattered irregularly are curious crescent-shaped dunes of a light grey ash colour. All crescent-shaped and of varying sizes, they are from 30 to 100 ft. across and from 6 to 15ft. high, with the points of the crescent on the leeward side. The dunes creep across the desert in a northerly course at the even rate of 40 to 60 ft. per year, blown by the wind. The sand is slowly blown up the convex side and it drifts down into the hollow side of the crescent.

A day or two may be very pleasantly spent in Arequipa, a city famous for its sunshine. In the background are three snow-capped mountains, Misti, Chachani, and Pichu-Pichu.

The early morning scene from the train as it winds its way up the valley from Arequipa towards Cuzco is enchanting. In the foreground are irrigated fields of alfalfa, wheat, and other grains. With but one tunnel, few bridges, and no switchbacks the ascent is made by almost even gradients. The divide is crossed at Crucero Alto, the highest point upon the Southern Railway, 14,688 ft. above, and 210 miles from the sea.

The first mountain lakes are seen soon after crossing the summit, and the mountain-sides and canyons are covered with flocks of sheep, llamas, alpacas, and occasionally vicuñas. The two largest lakes seen from the train are Lagunillas and Saracocha. These two are very pretty and both come into sight at the same time from opposite sides of the train, which winds along their edges for nearly an hour. Wild duck and other fowl offer good sport. As the descent continues streams become more plentiful. Signs of cultivation appear, and the scene changes in a few hours from desolate mountain peaks to fertile pampa, carrying a fairly populous agricultural community.

The trains arrive at Juliaca in the evening, where passengers for Cuzco spend the night.

In the first hundred miles north from Juliaca towards Cuzco, the train ascends until it again reaches above 14,000 ft., this time on the ridge from which the water flows one way back into Lake Titicaca, and the other way down in to the Amazon and so to the Atlantic. This hundred miles has been cultivated in every available spot, and is well watered by mountain streams from the glaciers. The cultivation is primitive. Flocks of sheep, llamas, and alpacas are met, always attended by the Indian woman herdess. Scattered herds of cattle, a few horses and pigs indicate the diversity of agriculture.

After the summit is passed at La Raya, the descent is rapid. The passenger watches the engine wind round the short curves

as it follows the course of the widening stream down the narrow canyon. There are thrills as the shriek of the whistle and the grinding of the brakes tell that the driver is trying to stop the train before it runs over some Indian driving his pack mule, or some herder attempting to cross the track with his flocks.

The valley widens, fields become greener, habitations look more "livable," towns are more frequent, and cultivation more general, reaching higher up the steep slope. Piles of stones, occupying in many fields a larger area than remains to cultivate, bear testimony to the patience and industry of the Indians who for generations have cultivated these slopes.

Inca ruins come into view from the train windows. Every little pueblo has its church; every prominent hilltop is mounted with a cross; open outdoor shrines are scattered here and there, and every hut and habitation is adorned with a small cross.

Cuzco, the scene of the rise and fall of the ancient Inca Empire, has for nearly three centuries been a centre of interest for students of civilization, archaeologists, and searchers after treasure.

The Temple of the Sun stands almost in the heart of the city, a short distance from the main plaza. The mechanical and architectural perfection of this piece of circular stonework is probably without equal in the world. Centuries of earthquakes have not disturbed them except for a crack which ruptured the slabs of granite diagonally, with scarcely any injury to the intersecting joints.

Almost every street in Cuzco has the remains of Incaic or pre-Incaic walls, arches, and doorways. The city itself was surrounded by a wall, enough of which remains to show its course from end to end. Many streets are lined by walls of perfect stonework, now serving as foundations for rude adobe structures. This ancient stonework has one distinguishing feature. Every wall has a perfect line of inclination, toward the centre, from bottom to top. In the language of the stonemason, they are all "battered" walls, with every corner rounded.

El Salvador

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San Salvador, capital of the Republic and the chief commercial centre, has a population of 96,447. It is over 2,000 feet above sea level and 25 miles from the port of La Libertad, with which it is connected by a modern asphalt motor road. The climate is semi-tropical and healthy; the water supply pure and abundant. The city, repaved and drained throughout, is modern, with a style of architecture governed by the liability to earthquakes. There are good motor-bus services, taxicabs, and many motor-cars, private

and for hire. The prosperity of the country, arising from close population and a comparative freedom from political disturbance is reflected in the commercial activity of the capital.

San Salvador is largely a modern city, but the visitor will enjoy its handsome parks and government buildings, its fine houses, and wealth of tropical flowers. There are colourful festivals during Holy Week and the fortnight preceding August 6. At the edge of the city is the Campo de Marte, with a grandstand, tennis courts, a race course, football grounds, etc.

Hotels :—Nuevo Mundo, Astoria, Internacional, España.

Clubs :—International, admits foreigners, and has a branch at La Libertad, much frequented during the dry season, November to May ; the Casino, for Salvadorean men only, has a branch at Lake Ilopango, within a short drive of the City ; the Country Club, a few miles from the city, has the best golf course in Central America, also tennis and basket-ball courts.

Rail :—Salvador Railway Co. : West to Santa Ana, Sonsonate and Acajutla. International of C.A. : East to Cojutepeque, San Vicente, Usulután, Zacatecoluca, San Miguel, and La Unión ; West to Santa Ana(via Lempa Valley) and to Ahuachapán, Guatemala and Puerto Barrios.

Air Services :—See under Air Section.

Ahuachapán, capital of the Department of the same name, with a population of 31,249, is 72 miles from San Salvador, and 22 from Sonsonate. It is one of the most important distributing centres in the south-west of the Republic. Chief products : coffee, cereals, tobacco, sugar. There is mining in the neighbourhood. A branch railway connects the town with Santa Ana and San Salvador. Sonsonate is reached by motor-car *via* Progreso.

Hotel :—Palace.

Acajutla, the western seaboard terminal of the Salvador Railway, is 12 miles from Sonsonate. The wharf, post offices and a few adobe dwellings constitute the town. Landing is difficult and the local accommodation is inferior. Calls are made by the P.S.N. steamers from Cristóbal, and Panama Mail on the New York-San Francisco route, calling at Havana (Cuba) east-bound only. Also monthly service to the Panama Canal. About 20,000 tons per annum of coffee are shipped. The train journey to the capital takes 3 hours 25 minutes. Population, 2,500.

Hotels :—Occidental, Las Américas.

Chalchuapa, an urban centre of 28,000, ten miles from Santa Ana, is served by the road motor service running from Santa Ana to Ahuachapán.

Hotel :—España.

Cojutepeque, capital of the Department of Cuscatlán, is 16 miles from San Salvador, whence it can be reached by rail or road. The town is famous for its cigars and for an annual fair held on August 29th. The products include rice, coffee, sugar, and indigo. Lake Ilopango and the volcano of Cojutepeque are both in the vicinity. There are passable roads to Sensuntepeque and Ilobasco. Population, 20,000.

Hotel :—America.

Ilobasco, with a population of 20,000, lies 40 miles north-east of San Salvador, and about 20 miles from Sensuntepeque. An annual

fair is held on September 29. It lies in an area devoted to cattle raising, coffee, sugar, and indigo. Pottery is manufactured. The surrounding scenery is exceptionally beautiful. A good motor road runs to San Salvador.

Hotel :—Torres.

La Libertad is the chief passenger port of the Republic. It is 25 miles from San Salvador, with which it is connected by a fine highway. For this reason the port is made a place of call by P.S.N.C., Panama Mail (fortnightly between San Francisco and New York, with call at Havana, east-bound only), Nippon Yusen Kaisha, and nearly all other steamers. Steamers discharge by lighter. Population, 3,000. Coffee, sugar, and indigo are exported.

Hotel :—Miramar.

La Unión, capital of the Department of that name, stands on the Bay of Fonseca, across which there is a steamer or motor-boat service to Amapala, Honduras. Population, 7,000. It is 137 miles from San Salvador and 37 from San Miguel. Steamers drawing 25 feet go alongside at Cutuco, distant one mile and provided with good rail facilities. Regular services to San Francisco, Cristóbal and New York. This is the principal port, handling 57 per cent. of the imports and 31 per cent. of the exports. Through trains run to San Salvador (10 hours).

A local industry is the fashioning of objects from the shell of tortoises caught in the Gulf of Fonseca.

Hotels :—Americano, Italia.
Rail :—Internacional Railway of Central America.

Santa Ana, capital of the Department of that name, is 48 miles from San Salvador and 66 from Acajutla. Population, 74,000. The second city of the Republic, it is an important business centre and the metropolis of the western zone. The main business is in coffee. Good roads run to Guatemala City, northwards to Metapán, southwards to Sonsonate, Acajutla, Ahuachapán and San Salvador. The town is famous for a special kind of delicious confection made there.

Hotels :—Florida, Corona, Internacional.
Rail :—Salvador Railway and International Railway.

Santa Tecla (or Nueva San Salvador), ten miles from the capital and 800 feet higher, is a coffee-growing centre. Population, 28,000. The electric line between Santa Tecla and San Salvador has been closed, but there is a new asphalted roadway between the two towns. The huge crater of San Salvador volcano is easily reached from the town.

San Miguel, capital of the Department of San Miguel, has a population of 36,000. It stands at the foot of the San Miguel volcano, 107 miles from San Salvador, 37 from La Unión, and 63 from San Vicente. The chief products are coffee, henequen, cattle, and cereals. Silver mining has been carried on in the locality, and these mines have yielded a proportion of gold. The commercial importance of the town has decreased since the opening of the International Railway, which has deflected to the capital business transacted in San Miguel in the days of mule and ox trans-

port. Roads open to Choluteca (Honduras), and to La Unión.

Hotel :—Hispano-Americano.
Rail :—To San Salvador and La Unión (Cutuco).

Santa Rosa is best reached by launch from La Unión to Manzanilla, 14 miles, and on by mule trail to Santa Rosa, 16 miles. Another route is by train from La Unión to San Miguel, 48 miles, then by mule for 16 miles or so through Divisadero and San Sebastian. The gold and silver mines on which the town depends are now closed down. Population, 10,000.

San Vicente, capital of the Department of the same name, stands on the Achahuapa River, near the foot of the San Vicente volcano, 40 miles from San Salvador and 63 from San Miguel. Shawls and other woollen goods are manufactured as well as hats, cigars, and sugar. The chief products are corn, tobacco, indigo, coffee, fruits, sugar-cane. The population is 24,723.

Hotel :—Italia.
Rail :—International of Central America.

Sonsonate, capital of the Department of Sonsonate, stands on the Salvador Railway, 53 miles from San Salvador and 12 from Acajutla, in the centre of a rich agricultural district producing coffee, sugar, hides, tobacco, rice and Peruvian balsam. Tanning, soap, and candles are local industries. An important market is held every Sunday. The adjacent Izalco volcano is active. Population, 16,000. Sonsonate is famous for its cream cheeses.

Hotels :—Toniatti, Ferrocarril.

Usulután, capital of the Department of the same name, is 60 miles from La Unión and 100 miles from San Salvador by International Railway. Tobacco, bananas, maize and beans are the main products, and there is a certain amount of tanning. Population, 16,000.

Hotels :—Oriental, Inglés.

Zacatecoluca is 60 miles from San Salvador, whence it is reached (or from La Unión) by railway. The surrounding district is given over to cattle raising, tobacco, coffee, sugar and vanilla. There are cigar factories and silk and cotton mills. Population, 24,000.

Hotel :—Italia.

PHYSICAL FEATURES.

El Salvador, the smallest but most densely populated of the Central American Republics, is bounded on the north-west by Guatemala, on the north and east by Honduras, on the south-east by the Gulf of Fonseca, and on the south by the Pacific Ocean. It has no seaboard upon the Atlantic. Its computed area is 13,176 square miles. The coast line is 160 miles long. Two mountain chains cross almost the entire country, sending out numerous spurs enclosing valleys of great fertility. The most important valley is that of the River Lempa.

The two important bays are La Unión and Espíritu Santo (Jiquilisco) and there are three considerable inlets, Mandingo, Jaltepeque and Santiago.

Fourteen mountains or volcanoes exceed 3,000 feet in height. The highest are San Miguel (7,100 ft.), San Vicente (7,246 ft.), and

Santa Ana (7,950 ft.). The Izalco volcano, close to Sonsonate, is the most active in Central America. Its almost continuous flames are a guide to mariners on the Pacific.

The chief rivers are the Lempa, the Paz, and the San Miguel. The Lempa flows through the entire Republic. They are navigable by small craft only.

There are picturesque lakes, of which Lake Guija is the largest (15 miles long and 5 miles wide). Lake Ilopango is 9 miles long and 3 miles wide. They are navigable by shallow-draft vessels. Lake Coatepeque is a popular holiday resort.

The **population** is estimated at 1,722,579. Of this the purely native race composes about 10 per cent. The remainder are of white or of "ladino" (i.e. mixed) race. A few of the Indians, notably the Panchitos from Panchimalco, near the capital, the Izalco Indians, and a tribe near the volcano of San Miguel, retain more or less their old traditions and dress.

The **climate** varies according to the altitude; along the coast and in the low-lying country it is extremely hot. In the uplands the temperature varies from 60 degrees Fahr. to 97 degrees in the shade. March to May are the hottest months. The rainy season begins in May and continues until the beginning of November. The average yearly rainfall is about 100 inches. Slight earthquakes occur several times a year, but there has been no loss of life from this cause since 1919.

Occasionally during June or September a spell of continuously rainy weather occurs, called a *temporal*, which may last any time from two or three days to as many weeks. During September/October 1933 a severe *temporal* of three weeks' duration, common to the whole of Central America, caused widespread damage through floods and washouts.

GOVERNMENT.

Legislation is in the hands of a congress of 42 deputies, 3 for each department, elected for one year by universal suffrage. The President, who wields the executive power, holds office for four years, and carries on the administrative business of the Republic assisted by a Vice-President and a Ministry of four.

There are a Supreme Court, several courts of First and Second Instance, a Court of Third Instance, and a number of minor courts. All judges of First Instance are appointed by the Supreme Court for a term of two years; those of Second and Third Instance are elected by the National Assembly for a similar period.

There are 14 administrative departments under Governors who hold office for four years.

The language of the country is Spanish. English is frequently understood in commerce, but Spanish should be used for letters, catalogues etc.

The prevailing religion is Roman Catholicism. An archbishop has his seat in San Salvador, and there are episcopal sees at Santa Ana and San Miguel. Education is free and obligatory, and there is a National University.

PAST PRESIDENTS (SINCE 1920).

Don Jorge Melendez	March, 1919—March, 1923
Dr. Alfonso Quiñonez-Molina	March, 1923—March, 1927
Dr. Pio Romero Bosque .. .	March, 1927—March, 1931
Don Arturo Araujo	March, 1931—Dec., 1931

PRESIDENT

President	Gen. M. Hernández Martínez

MINISTRY.

Foreign Affairs, &c.	Dr. Miguel Angel Araujo
Interior, &c.	Gen. Salvador Castañeda
Finance, &c.	Dr. C. Menéndez Castro
War, Admiralty and Air	Col. C. Borromeo Flores

A SALVADOREAN CALENDAR.

1526	Conquest of Salvador completed by Pedro de Alvarado
1821	Declares itself independent of Spain.
1823-39	A member of the Central American Federation.
1841	Declares itself an independent Republic. Constitution promulgated.
1863	General Barrios defeats the Guatemalan Army at Coatepeque. Honduras joins Salvador against Costa Rica, Nicaragua and Guatemala. The ultimate victory is with President Carrera of Guatemala, who occupies Salvador.
1885	A defensive alliance made between Salvador, Nicaragua and Costa Rica against Guatemala. President Barrios invades Salvador and is killed in battle.
1886	Peace made with Guatemala.
1889-90	Insurrection under General Rivas suppressed by Government forces.
1898	War with Guatemala and Honduras. Peace signed. Salvador joins the "Greater Republic" of Central America, of which Costa Rica, Nicaragua, and Honduras are members.
1898	President Gutiérrez deposed because of his proposed federation with Honduras and Nicaragua.
1899	External debt of £720,000 taken over by the Salvador Railway Company in exchange for concessions.
1919	Joins the League of Nations.
1925	Fourth centenary of San Salvador.

NATURAL RESOURCES.

Salvador possesses important advantages as a **coffee**-producing country in the low cost of production, the nearness of the plantations to the sea-ports, abundant cheap labour, and railways and roads in the coffee districts. The area cultivated is 233,860 acres, and the number of coffee trees is estimated at 118,800,000. The quality is fine and commands high prices, especially in Germany, the chief consuming market. Coffee haciendas are numerous in Usulután, San Miguel, San Salvador, San Vicente, Santa Ana and Ahuachapán. Exports are made through Cutuco, Acajutla, La Libertad, and Puerto Barrios, and constitute nearly 90 per cent. of total exports. Exports: 1931-32, 545,927 bags; 1932-33, 822,848 bags of 150 lb. net.

The soil and climate are well adapted to **sugar,** of which some 25,000 tons are produced annually. The greater part of the export goes to the United States. Large tracts of land are planted to sugar cane near Sonsonate, where there are a number of refineries Exports: 1928, 9,600 long tons; 1929, 6,608 long tons; 1930, 5,600 long tons; 1931, no statistics.

Henequen (sisal) is one of the larger crops. An inconsiderable amount is shipped abroad. It is produced on a large scale near

San Miguel. Maize, wheat and rice are grown principally for local consumption. Indigo, once a main article of export, is still exported to Peru and Mexico. Peruvian balsam, despite its name, is distinctly a Salvadorean product, collected in the forests by native workers. It is grown on the Pacific Coast, between La Libertad and Acajutla, known as the Costa del Bálsamo. Trees are tapped when they about 25 years old. The balsam is cooked in large vessels locally. Beans (frijoles) are produced in excess of local requirements. Fruits, including oranges, pineapples, mangoes, papayas, tomatoes, avocados, coconuts, bananas and custard apples, are plentiful. Hardwoods are obtained from the mountain and forest district, as well as kapok, which is locally called pochote.

Official encouragement is lent to the cultivation of tobacco, of which crop there are good hopes.

Cattle, sheep, goats and pigs are raised. According to estimates there are over 320,000 head of cattle in Salvador and the annual slaughter is about 50,000 head. The export of hides and skins is increasingly important.

Gold and silver have been mined by modern methods in San Miguel and Marazán. Copper, lead, zinc, mercury, sulphur, gypsum, alum and lime are all worked upon a small scale. Petroleum exists, but borings so far have given no definite results.

Local Industries:—Between 2 and 3 million pounds of henequen are used annually within the country in the making of ropes, hammocks, and other articles. Silks are woven. Saddlery and shoes, cigars and cigarettes, hats and shawls, are produced by native craftsmen. Soap, candles, cigars and cigarettes, soda water, beer, cheap textiles, macaroni, ice, and brandy are produced in small factories, but there are no considerable manufacturing establishments. A glass factory has been opened at San Salvador. Hydro-electric plants are at work at Usulután and Berlin. There are 20 small leather tanning establishments.

The obstacles to the development of industry are the absence of raw materials, of skilled labour, fuel, and market. Local production is cheap, for it is estimated that the average earnings of the people are under a colón a day.

FOREIGN TRADE.

	Imports.	Exports.
1928	37,304,000 colones	48,928,000 colones
1930	24,872,000 ,,	27,314,591 ,,
1931	16,535,272 ,,	24,121,488 ,,
1932	12,681,000 ,,	14,002,000 ,,

Germany takes about a third of all exports, the United States being second on the list. Nearly one half the imports are obtained from the United States.

Public Debt.—The external debt in 1932 was £1,719,830. The internal debt in January, 1932, was 9,304,300 colones. Foreign payments suspended, March 1932.

Economic Progress :—It is perhaps unfortunate that the prosperity of the country depends more and more on the cultivation and sale of coffee. Of late years, indeed, coffee has formed about 90 per cent. of the total exports. Since the disastrous failure of the cotton crop through the activity of the boll weevil, the only other item of any importance is sugar. It is recognised, particularly after

the collapse of the coffee prices in 1929, that the situation is unsatisfactory, in that it exposes the national economy to fluctuations beyond the national control.

Salvador is without developed coal or petroleum resources, and has limited resources of water power. These are estimated at 200,000 horse power, of which only 2,700 are developed.

ROADS AND RAILWAYS.

The **roads** are better than most of those in the Latin-American countries, and as a rule are fair even in the rainy season. The 25-miles stretch between San Salvador and La Libertad is an excellent road for motor traffic. The chief highway is the main road eastward from Ahuachapán to La Unión, and from this are various by-roads, north and south, affording good connection with places not reached by rail. San Salvador and Guatemala City are linked by a highway which is in fair condition.

Cart or mule roads connect with Honduras via Chalatenango or Cabañas and with Guatemala via Ahuachapán or Santa Ana. There are 1,605 miles of national " carreteras " and 562 kilometres of active railways.

The country is traversed by the International Railways of Central America, whose line from La Unión on the Bay of Fonseca leads via San Miguel to San Salvador. From a junction at Soyapango the line is continued to Santa Ana, from which point an extension to the Guatemalan border was opened in 1929 to give through communication with the Transoceanic system of Guatemala at Zacapa, so shortening the journey via Puerto Barrios to Europe by more than a week. This new line affords direct railway communication between San Salvador and Guatemala City and Puerto Barrios, as well as between the last and Cutuco on the Bay of Fonseca.

A train runs daily in both directions between San Salvador-La Unión, and one through fast train weekly from San Salvador to Puerto Barrios, and vice versa, but the journey can be undertaken any day of the week by staying the night at Zacapa. The same applies to the service between San Salvador and Guatemala City.

The lines of the Salvador Railway Co. connect the port of Acajutla with the capital and Santa Ana by a triangular system. Owing to falling receipts the services have been curtailed, but there is at least one train daily between all points.

CURRENCY, WEIGHTS, AND MEASURES.

The gold standard was abandoned in 1931.

The unit of currency is 1 colón, divided into 100 centavos. The " real " has a value of 12½ centavos. The silver coins are 1 colón, 50, 25, 20, and 10 centavos, but the bulk of the small change consists of nickel coins of 10, 5, 3 centavos and 1 centavo. Bank notes circulate, and are used almost exclusively except for fractional amounts of a colón.

The **metric** system was made obligatory in 1886, but the law is not enforced and the old Spanish units linger. British weights and measures are understood in commerce, but should be clearly designated as " English yards," " English pounds," etc.

PRESS.

San Salvador :—" La Prensa," " Diario Oficial," " Diario Latino," " Diario de Salvador," " El Dia."

San Miguel :—" Diario de Oriente." **Santa Ana :**—" Diario de Occidente."

POSTS AND TELEGRAPHS.

Outward **mails** are sent via New Orleans and Puerto Barrios, and also via New York and Panamá. They are dispatched with the mails to the United States. Air mails since 1930.

Postage, 2½d. first ounce : and 1½d. each ounce after.

Homeward mails once a week, take 20-25 days.

Salvador is a member of the Postal Union, and has a parcel post. The rates are 5 cents for the first ounce or fraction thereof and 3 cents for each additional ounce. There are 278 telephone exchanges and some 245 telegraph offices, owned and operated by the Government. Direct telephone service is available between Ahuachapán and Cutuco (opposite Honduran port of La Unión). A wireless station at the capital communicates with Mexico and Central America at large.

Public Holidays :—The feast days of the Roman Catholic Church are observed. Other holidays generally observed are as follows :—

January 1 : New Year's Day.
February 1 : " Day of the Mother."
March 1: Civic holiday (every four years when the President is elected).
May 3 : Festival of Los Arboles.
June 22 : Day of the Martyr.
July 1 : Central American Independence.
September 15 : Independence Day.
October 12 : Feast of the Race.
November 5 : Anniversary of Independence of San Salvador from Central America.
December 25 : Christmas Day.

LEGATION AND CONSULATES IN GREAT BRITAIN.

SALVADOREAN CONSULATES.

RESIDENCE.	DESIGNATION.	NAME.
London		
7, Union Court, E.C.2	Consul-General ..	Samuel Jorge Dawson
	Vice-Consul	G. Le Bourdonnec
Birmingham	Consul	Frederick Hickinbotham
Liverpool	Consul	Bernardo Cevallos
3 Princes Gate East		
Rochester	Consul	Major Thomas Aveling

BRITISH LEGATION AND CONSULATES IN EL SALVADOR.

The letter (M) denotes that the Consular Officer holds a Marriage Warrant. Members of the Diplomatic Service do not require Warrants.

RESIDENCE.	RANK	NAME.	CONSULAR DISTRICT.
(See GUATEMALA)	Envoy Extraordinary, Minister Plenipotentiary, and Consul-General	J. H. Stopford Birch	—
San Salvador ..	(M) Consul	F. M. Shepherd ..	Republic of
,, ,, ..	Vice-Consul ..	S. M. Stadler ..	Salvador
Acajutla	Vice-Consul ..	Capt. L. R. J. C. Dale, M.C.	
Cutuco	Vice-Consul ..	Capt. J. E. Griffiths	

Information for Passengers.

Passports need to be *visé* by the Consul for El Salvador. Passengers not in possession of a vaccination certificate on arrival are called on to submit to vaccination on board the steamer before being permitted to land. Alien passengers are required to be in possession of at least 400 colones, and this amount has to be deposited at the time of booking a steamer passage. Exception is made in favour of commercial travellers, representatives of insurance companies and public bodies, actors and foreign employees of enterprises established in Salvador.

Hotel charges are about 7 colóns upwards daily; single meals usually 2 colóns. Tipping moderate.

Sight Seeing: A visit should be paid to Ilobasco, to see its extraordinarily effective scenery. The most beautiful sheet of water, Lake Guija, lies on the Guatemalan border, but is difficult of access. It is about 15 miles long by five miles wide. Lake Ilopango is only 10 miles by car from San Salvador, and quite near to the Ilopango Aerodrome. It is about nine miles long by three miles wide, and is certainly worth a visit. There is a motor service from Santa Ana to the third well-known lake, Lake Coatepeque, used during the dry season as a pleasure resort. The volcano of Izalco is easily reached from Sonsonate. "Every few minutes it throws huge burning stones and lets them drop down its sides with a deafening roar, shaking the hamlets situated on its slopes." It performs with such regularity that it is known as the "Beacon of the Pacific."

Guidance for Commercial Travellers.

Every commercial traveller must be provided with a certificate issued by the competent authority in the country of domicile and endorsed by the Consul of Salvador establishing his character as such. No fee is charged for this Consular visa. It is suggested that British travellers should obtain the identity card issued by British Chambers of Commerce.

The various provincial towns in San Salvador have tables of taxation which are fixed by Congress. These tables include a license fee for commercial travellers. In several important provincial towns the tax is 5 colóns, but it may vary. In San Salvador Municipality the tax is 25 colóns. The tax is not payable when the traveller visits under the name of a local firm who may hold the permanent representation of the firm for whom he is acting.

All samples of commercial value are liable to duty. Samples of value are admitted on a guarantee to the value of the duties and a surcharge of 25 per cent. of the duties. Guarantees must be in the form of a cash deposit or bond. Samples must be re-exported within 6 months, or the duties are forfeited and the guarantees made effective.

The best months for a visit are September and December. August is a holiday season. Business is centralised in the capital, but it is usually well to visit Santa Ana, Sonsonate, and San Miguel.

URUGUAY

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URUGUAY.

Montevideo, the capital, one of the great cities of the continent, was founded 1726, and has a population of 655,599. Originally built on a low promontory between the ocean and Horseshoe Bay, the city stretches into the flat country behind, and round the Cerro, the lofty isolated cone to which Montevideo owes its name. Clean, brisk, and inviting in appearance, fortunate in climate, and prosperous in affairs, the capital dominates the commerce of the country. The city is well built with flat-roofed houses, above which towers the cathedral, to a height of 133 ft., flanked by two side turrets and surmounted by a dome. The most conspicuous landmark is the Palacio Salvo, with a main building of twelve stories and a tower of fourteen stories. The edifice commands its surroundings and is visible for many miles.

Of the many splendid parks, Rodó Park and El Prado, famous for their roses, are especially attractive. The most impressive buildings are the Government Palace, the Cathedral, the historic Cabildo, the University, the Stock Exchange, and the Ministry of Public Works.

There are large Italian and Spanish colonies, and a British community of about 900, with a British Hospital and King Edward VII Sanatorium. Montevideo is the chief rail centre, all lines radiating outward therefrom. Motor buses afford a ready means of seeing the suburbs. A road has been built to Colonia.

Hotels.

Name of Hotel	Beds.	Per day per person.	Name of Hotel	Beds.	Per day per person.
Parque Hotel (Ramirez)	180	$8–15	Hotel Colón ..	50	$3.50–5
Grand Hotel (Lanata)	140	$6–9 (Dec.–Mar.) $6.50–10 (Apl.–Nov.)	Hotel Piramides ..	100	$3.50–4.50
			Hotel Rio Branco ..	60	$2.50–4.50
			Hotel del Globo ..	70	$3–4.50
Hotel Alhambra ..	100	$6–8 (Dec.–Mar.) $5.50–7.50	At Pocitos.		
			Hotel Pocitos ..	130	$8.50–12 (Open Dec.–Mar.)
Palace Hotel ..	35	$4–7.50	Hotel des Anglais	60	$7–10.
Hotel Cervantes ..	70	$5–8	At Carrasco		
Palacio Florida Hotel	55	$3.50–5 (Jan.–Mar.) $3–5 (Apl.–Dec.)	Carrasco Hotel ..	150	$10–15

($=32d. approx.)

Meals at first-class hotels :—Luncheon, $2.50 ; dinner, $3.00 ; tipping, 10 per cent.

Fares :—Taxis are expensive, 50 cents for first 2,350 metres, and 10 cents for each 500 metres thereafter. Trams : flat rate of 4 cents in city and 6 cents to some suburbs. Buses : flat rate of 5 cents. Automobiles : 3.50 pesos first hour, 75 centesimos for each quarter hour thereafter.

Travellers visiting Montevideo and its neighbouring seaside resorts during the summer (December to March), are advised to book rooms at the hotels in advance.

[For announcements of local hotels and business houses see the latter section of this book, "Local Classified Advertisements."]

Landing :—Steamers normally go alongside. Motor launches are usually available.

Clubs :—English, French, German, Italian, Spanish, Press and Jockey Clubs. Club Oriental, Club Uruguay, Circulo de Armas.

Local Steamers :—To Buenos Aires daily ($13 first, single). To Salto twice weekly. To South Brazil (Rio Grande do Sul-Antonina) fortnightly. To Rio de Janeiro (various companies), daily. To Paraguayo (Lloyd Brasileño) twice monthly.

Air Services :—See under Air Section.

Rail :—Through trains to São Paulo (Brazil). Trains to Salto and Paysandú, and all parts.

ESTABLISHED 1891

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BUENOS AIRES OFFICE: **Calle Bartolomé Mitre 427.**

Restaurant cars are provided on all long-distance trains. It is usually necessary to book sleeping berths beforehand.

Points of Interest.

Plaza Constitución :—Cathedral ; Uruguay Club ; Congressional Hall.

Plaza Independencia : Government House ; Solís Theatre.

Plaza Libertad : Athenæum ; Pedagogical Museum, Municipal Palace.

Calle Agraciada and Sierra :—New Legislative Palace.

Avenida 18 de Julio :—Jockey Club ; Palacio Salvó.

National Library and Museum, University Building.

Prado :—Park, Rosery, and National Botanical Gardens. (Car fare 6 cents.)

Cerro :—(Hill overlooking the Bay) Slaughter-houses. (Ferry fare 5 cents.)

Parque Central :—Athletic Grounds, Football, Tennis, and Fives Clubs. (Fare 6 cents.)

Hippodrome (Maroñas) :—National Racecourse. (Fare 10 cents.)

Villa Dolores :—Zoological gardens. (Fare 8 cents.)

ADDRESSES

British Legation and Consulate, Misiones 1517

U.S. Legation, Calle 18 de Julio 841.

U.S. Consulate, Calle Rio Branco 1342.

Y.M.C.A., Calle Colonia 931.

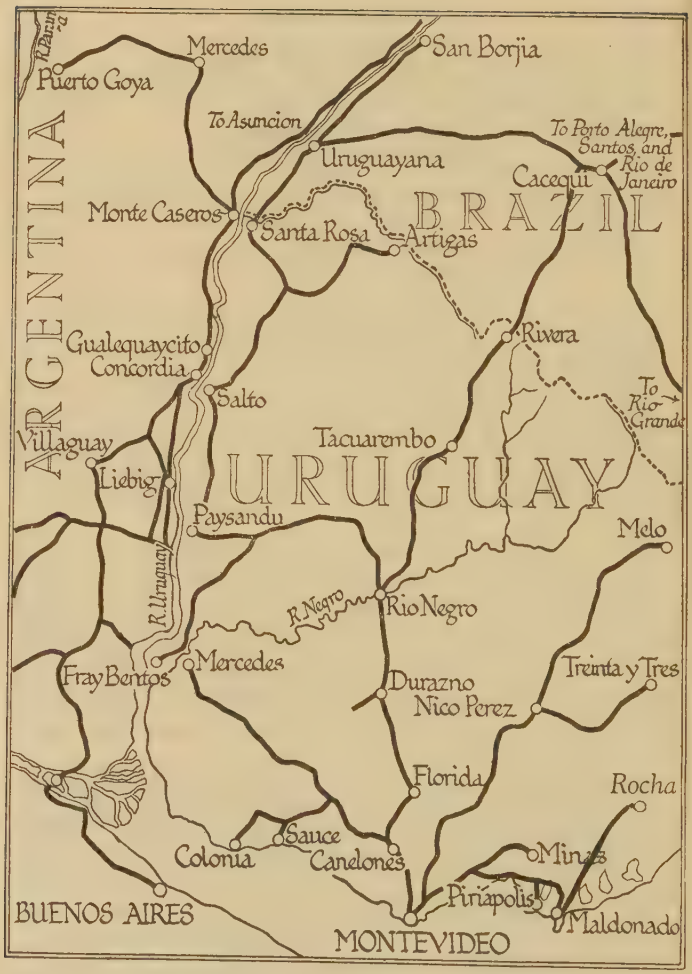
British Chamber of Commerce, Calle Misiones 1517.

The Uruguayan Touring Club, founded in 1890 in Montevideo, publishes road maps of the city, its environs, and the country at large. It has set up a system of guide posts and danger signs, with directions as to the nearest petrol-filling station. The Club organizes excursions into Brazil, Argentina, Paraguay, Chile, and farther afield. Address : Colonia y Minas, Montevideo.

Pleasure Resorts near Montevideo.

Villa Colón, one hour distant by tramway, has a fine avenue of eucalyptus trees with public gardens. **Sayago,** 5 miles out by rail or tram, has an Agricultural College with an interesting experimental station. **Santiago Vazquez,** at the bar of the Santa Lucia River, affords good boating among a series of picturesque islets, and is accessible by motor and train. **Pando,** 25 miles away, is served by motor-bus and the Central Railway. It offers motor boating, and has good restaurants and hotels. **Canelones,** with its Prado, is easily reached by Central Railway.

Bathing Places :—Beaches from which good bathing is obtainable are among the major attractions. **Pocitos,** a short tram ride from the city, is the most fashionable and probably the most beautiful. **Ramirez** has the picturesque Rodó Park as a background, and a good modern hotel. **Capurro,** which is at its best by night, is much frequented. **Carrasco** has a capital hotel and casino with many chalets. **Atlantida,** farther seawards, is accessible by State railway, on the Maldonado line, or by motor. **Punta Del Este,** still farther to sea, affords stronger sea breezes and rugged coast views ; it is some five kilometres from Maldonado. **La Floresta,** with good sands, on the Atlantic Coast, some 37 miles from the capital on the Maldonado railway, may also be reached by motor along excellent roads. **Solis,** 64 miles distant on the line to Minas, has fine views, sea air, and a good hotel.



URUGUAYAN RAILWAYS AND THEIR CONNECTIONS.

Fray Bentos, a port on the Uruguay River, 120 miles above Buenos Aires, and 250 miles from Montevideo by water, has a population of 7,400, and is almost wholly concerned with the same industries as Paysandú, with which town and Montevideo it is connected by the Midland Railway. The Rio Negro has to be crossed by boat in course of the train journey from Montevideo (340 miles). There are motor-bus services to Mercedes (18 miles). There is a depth of 24 ft. at the port. Products: frozen, chilled and canned meats, hides, and wool.

Hotel:—San Martin.

Local Steamers:—Mihanovich Line from Buenos Aires, and Cía. Uruguaya de Navigación from Montevideo.

Paysandú, on the east bank of the Uruguay River (navigable to vessels of 14-ft. draught), is the second town in order of importance, and has a population of about 31,000. The city is being modernised. It is the headquarters of the Midland Railway, and the centre of the meat-packing and frozen-meat industry. Soap and shoes are manufactured. It is reached from Montevideo (300 miles) by railway, or by steamer; from Salto by Midland Railway; from Buenos Aires by steamer.

Hotels:—Concordia, Nuevo, Central.

Local Steamers:—Mihanovich Line to Buenos Aires and Montevideo.

Salto, an important port on the Uruguay River, is the third city of the Republic. There are paved streets, electric lighting, modern sewerage, and good suburban roads. It has a population of 30,000, and is a centre of the livestock and agricultural interests. It is connected by the Midland Railway and steamer with the capital, and by rail with Brazil. It is separated only by the river from Concordia, Argentina, and is 366 miles from Montevideo by rail, 220 miles by water from Buenos Aires. Principal products: meat, citrus fruits and agricultural produce.

Hotels:—Concordia, Español, Scanavino.

OTHER TOWNS.

Artigas, near the Brazilian frontier, capital of Artigas Department, on the west banks of Cuareim River. Population, 9,000. Distant 506 miles from the capital and 140 miles from Salto. A cattle and agricultural centre, reached from Montevideo by Central, Midland, and Northwestern Uruguay Railways, with a change of trains at Salto.

Hotels:—Oriental, Oronez.

Bella Unión, in the Department of Salto, lies 90 miles north of Salto, whence it is reached by rail or road (daily motor-bus service). Products: cereals, cattle. Population, 4,800.

Canelones (or Guadalupe), 27 miles from Montevideo, on the Central Railway, in a grain-growing district, is a provincial capital of 12,000 population. Train (Central Uruguayan Railway) or auto-bus from Montevideo. There are flour mills.

Carmelo, in the Department of Colonia, is on the east bank of the Rio Uruguay, 60 miles north-west of Colonia del Sacramento,

whence it is reached by motor-bus or river steamers of the Cía. Argentina de Navigación. Population, 10,000. The main industries are quarrying and agriculture.

Hotels :—Amorena, Battaro.

Colonia, a pleasure resort on the River Plate, with a casino and bull-fighting ring, has a population of 8,000, and is about 150 miles from Montevideo, with which it is connected by rail and steamer. A road to Montevideo is also being constructed. There is a boat service to Buenos Aires, 25 miles away. The establishment of a Customs-free zone has been sanctioned, and extensions are contemplated, which should have the effect of largely increasing the commercial importance of the port. Principal products are agricultural produce, cereals, milk, butter, sand and gravel.

Hotels :—Esperanza and Parque.

Shipping Services :—Cía. Uruguaya de Navigación to Montevideo ; Cía. Argentina de Navigación to Buenos Aires.

Colonia Suiza, in the " Switzerland of Uruguay," approximately 100 miles from Montevideo, is a holiday centre with good hotels. The town was founded by Swiss people and has about 2,000 inhabitants. A Russian agricultural settlement exists here.

Hotels :—Central, Del Prado, Suizo.

Conchillas, a tourist resort some six hours steaming from Buenos Aires, offers varied forms of sport. Steamers leave twice a week, serving also Colonia and Carmelo.

Hotel :—Conchillas.

Dolores, Department of Soriano, is a small port on the river San Salvador, 20 miles above its confluence with the Uruguay River, 28 miles by road from Nueva Palmira, and 25 miles by road from Mercedes. This port lies in a wealthy farming area, and is an important grain shipping point. Population, 3,100.

Durazno, on the Yi River, 127 miles from Montevideo, is the capital of the department of Durazno. Population, 10,000. It is on the Central Uruguayan line. Products : Cattle, grain, wheat.

Hotels :—Oriental, Iberico.

Florida, about 70 miles from Montevideo on the Central Railway, has a population of 15,000. It owes its origin to the construction in 1800 of a little church, San Fernando de la Florida, upon the left bank of the Pintado River. Dependent on grain trade. There is now a daily motor-bus service to Montevideo. About 90 kilom. of the new State railway to Sarandí del Yi is open.

Hotel :—Florida.

Las Piedras (or San Isidro), 12 miles from the capital, in a wine-growing and ostrich-farming district, is the site of a Gothic chapel of the Salesians.

Lavalleja (formerly Minas), 80 miles by rail from Montevideo, with about 19,400 inhabitants, one of the most picturesque of Uruguayan towns, has mines and quarries in its vicinity. Daily motor-bus to Montevideo.

Hotels :—Garibaldi, Oriental.

Maldonado, a port on the Atlantic, with a population of 5,000, is about 100 miles east of Montevideo, and is connected therewith by rail, steamer, and motor-bus. The principal industry is seal-fishing on the Lobos and Castelles Islands. Local products: grain and wool. The town, founded in 1757, retains many relics of the past.

Rail:—Montevideo, 5½ hours, passing many of the most agreeable seaside resorts, including Piriápolis, Solís, La Floresta and Atlántida.

Melo, capital of the department of Cerro Largo, is 260 miles from Montevideo on the Eastern Extension line, and has 12,000 inhabitants. Granite, coal, and metal ores are worked in the vicinity, and the pastoral and agricultural industries of the district are well developed. Daily motor-bus services to Bagé (Brazil), and to Rio Branco.

Hotels:—Español, Internacional.

Mercédes, an agricultural and livestock centre, with a population of 24,900, is connected by rail with San José and the capital, from which it is distant 186 miles. The town is on the south bank of the Rio Negro, 30 miles above its confluence with the Uruguay River, and is a favoured health resort. A small steamer plies on the Rio Negro to the Rio Uruguay, connecting with large steamers plying between Salto, Montevideo and Buenos Aires. Motor-bus services to Dolores and Fray Bentos.

Hotels:—Comercio, Paris.

Nueva Palmira is a port of call for river steamers for the shipment of cattle and cereals. Population, 3,500. It stands 20 miles up the Uruguay River above its confluence with the Paraná, 76 miles by steamer from Colonia del Sacramento, and 28 miles by road from Dolores. Daily motor-buses run to Colonia del Sacramento, Dolores, Carmelo, and Mercedes. Mihanovich steamers from Buenos Aires and Colonia.

Pando, 22 miles from Montevideo, on the line to Canelones, stands on the banks of a small river, and has a population of 4,000. Daily motor-bus service to Montevideo. Trades in agricultural produce.

Puerto Sauce, 23 miles west of Montevideo, and the head of a branch of the Central Uruguay Railway, is regularly visited by river steamers. It is the port for Rosario. There is a paper mill and a large woollen-cloth factory.

Piriápolis, a small watering-place with a good hotel and surrounded by hills, is served by Pan de Azúcar station on the State (Maldonado) line (70 miles from Montevideo). The town is laid out prettily with an abundance of shade trees, and the district is rich in pine, eucalyptus and acacia woods. The hills, of volcanic origin, rise to over 1,000 feet and there are medicinal springs. Comfortable passenger steamers maintain a direct service from Montevideo during January—March.

Hotel:—Piriápolis.

Punta del Este, for which the station is Maldonado, is a fashionable Atlantic watering-place with hotels, chalets, and boarding-houses.

It is 100 miles from Montevideo, and is reached in 5 hours over the State line; or in the summer by steamer from Montevideo.

Hotels :—Gran España, Biarritz, British House.

Rivera (with 9,000 inhabitants), on the Brazilian frontier, is the Northern terminus of the Central Uruguayan Extension Railway; the line continues in Brazil to Santos and Rio de Janeiro. It is divided by a plaza from the neighbouring Brazilian town of Santa Ana de Livramento. Distant from Montevideo by rail, 351 miles. Products: Cattle, tobacco, and fruit.

Hotels :—Nuevo, Central, Comercio.

Rocha, capital of the province of Rocha, has a population of about 12,500. Palm trees lend it an unusual beauty. It is now connected by rail *via* San Carlos to Maldonado. Principal products: hides and wool. Distance by rail from Montevideo, 115 miles.

Hotels :—Arrarte, Roma.

Rosario, in the Department of Colonia, is 110 miles by rail from Montevideo, and 42 miles by rail from Colonia del Sacramento. The main products are maize, wheat, cheese, butter, and milk. Puerto Sauce is the port for Rosario. Population, 8,000.

Hotel :—Americano.

San Carlos, 9 miles from Maldonado on the railway to the capital, with a population of about 7,000, is a thriving town.

San José, on the San José River, is one of the most important provincial towns. Population, about 13,000. It is connected by the Central Railway with the capital, 60 miles distant. The church is one of the largest and finest in the country, and is notable for its public clock. A statue to Artigas in the Plaza commemorates the peace of April 1872. Products: grain and agricultural produce. There are flour mills. Daily motor-bus service to Montevideo.

Hotels :—San José, Petti.

Santa Isabel, in the Department of Tacuarembo, lies at the junction of the Central and Midland Uruguayan railways. It is about 170 miles from Montevideo. The main trade is in agricultural produce. Population, 5,200.

Hotel :—Oriental.

Soriano, at the confluence of the Uruguay and Yaguary Rivers, is the port of transhipment for Mercédes, and is regularly used by Montevideo river steamers.

Tacuarembó, in the province of that name, has 10,000 inhabitants. Products: wool, hides, and skins. There are caves near by which deserve a visit. The town is 280 miles by rail from the capital on the line to Rivera.

Hotels :—Comercio, Paris.

Treinta y Tres, the terminus of a branch line of the Central Uruguay Railway, 196 miles from Montevideo, has a population of 7,700. It is picturesquely placed at a little distance from the Olimar River. Work has been started on the railway line to Rio Branco, in Brazil. Products: cattle and sheep.

Hotels :—Oriental, 19 de Abril.

Trinidad has a population of about 10,000 and is connected by rail with Montevideo (157 miles) *via* Durazno. There is a daily motor service between Durazno and Trinidad. The main products are cattle, fruits, grain, butter and cheese.

Hotels :—Comercio, Central.

PHYSICAL FEATURES.

Uruguay, the name of a river before it became also that of the Republic, is a word of Indian origin. Several derivations have been suggested. The best is that which ascribes it to three Tupi words : " Urú " (=bird) ; Uá (=hollow) ; Y (=river) ; briefly : River of the Birds.

With an area of 72,153 square miles, Uruguay is the smallest Republic in South America. It is separated from the Brazilian province of Rio Grande do Sul by Lake Mirim, the Santa Ana hills, and the rivers Quarahy, Chuy, and Jaguarao. Its sea-line stretches along the Atlantic for 120 miles, while the shore-line follows the course of the Uruguay River for some 270 miles eastward. That stream is navigable all the year round as far as Salto, where there are rapids. The River Negro and its tributary the Yi cross Uruguay from north-east to south-west. Lesser rivers include the Santa Lucia, Queguay, and Cebollati, but these are navigable only for short distances.

The mountains are of no great height. None of the peaks attains 2,000 ft. ; on the west and north they are distinguished as the Cuchilla de Haedo, and on the south and east as the Cuchilla Grande.

The general character of the country is undulating with little woodland except on the banks of the numerous streams. Granite is the primary rock, with sandstone in some localities. The black soil, rich in potash, produces grasses superior even to those of Argentina, and the major part of the land is suitable for arable farming. The **climate** is one of the best and healthiest in the world. Epidemic diseases are rare, and the Atlantic breezes temper the summer heat delightfully. The annual rainfall amounts to 43 in., and the lowest temperature is 35°. There are normally 225 sunny days in the year. The spring months are October and November ; summer, December to March ; autumn, April and May ; and winter, June to September.

The **population** was estimated on January 1, 1930, at 1,850,000, with much the greatest density in the Department of Montevideo.

Population (1928) of the 19 Departments :

Departments.	Area. Square kilometres.	Population. Dec. 31, 1928.	Departments.	Area. Square kilometres.	Population Dec. 31, 1928.
Artigas ..	11,378	44,860	Montevideo ..	664	655,389
Canelones ..	4,752	167,037	Paysandú ..	13,252	67,230
Cerro Largo ..	14,929	79,219	Rio Negro ..	8,471	37,789
Colonia ..	5,682	105,417	Rivera ..	9,829	60,969
Durazno ..	14,315	76,793	Rocha ..	11,089	65,919
Flores ..	4,519	28,878	Salto	12,603	80,817
Florida ..	12,107	87,573	San José ..	6,963	82,978
Lavalleja ..	12,485	96,235	Soriano ..	9,223	73,317
Maldonado ..	4,111	54,416	Tacuarembo ..	21,015	84,494
			Treinta y Tres	9,539	55,561

GOVERNMENT.

The **Legislature** consists of two Houses, the Senate and the Chamber of Representatives, the former containing 19 senators and the latter members in proportion to the population; one member is chosen for every 12,000 qualified electors for a term of three years. An electoral college set up by popular vote elects the senators, one for each Department, for a term of six years, one-third retiring every two years. Congress sits from February 15 to June 15 annually, and in the interval a committee of two senators and five representatives administer affairs. The executive is divided between the President, elected by direct popular vote, and holding office for four years, and a National Administrative Council of nine members. There is no Vice-President. On March 1, 1919, a new Constitution came into force, which, besides considerably reducing the prerogatives of the President, introduced the ballot. In 1932 the suffrage was accorded to women. The constitution, now in abeyance (1933) is being studied with a view to reform.

ADMINISTRATION.

Each of the 19 Departments is governed by a Council, consisting of at least three and not more than seven members, who are elected by direct popular vote for a period of three years. The Departments are autonomous, collecting their own revenue and controlling their own expenditure. Taxes are levied on properties and business houses, according to graduated tables of values.

There are a Supreme **Court,** two Courts of Appeal, and several inferior courts. The judges of the Supreme Court are elected by Congress, and those of other courts are appointed by the Supreme Court. The death sentence has been abolished.

The **language** of the country is Spanish.

The majority of the population are Roman Catholics, but no religion is established by the State, and all beliefs are free.

PAST PRESIDENTS (since 1915).

Dr. Feliciano Viera	1915
Dr. Baltasar Brum	1919
Ingeniero Don José Serrato	1923
Dr. Juan Campisteguy	1927

PRESIDENT.

Dr. Gabriel Terra (1931).

MINISTRY.

Foreign Affairs	Dr. Alberto Mañé.
Interior	Sr. Alberto Demichelli.
National Defence	Dr. J. C. Ceirdeiras Alonso.
Finance	Sr. Pedro Cosio.
Public Instruction	Dr. Andrés F. Puyol.
Public Works	Aniceto Patron.
Industry	Dr. Augusto C. Bado.

Elementary education has been free and compulsory since 1877, and the proportion of illiterates is low relatively to most South American countries. A foreigner capable of exercising some industry or practising some science or art, or owning property, or possessing capital invested in the Republic, is eligible for

naturalization, if married, after three years', and if single, after four years' residence in the country. Naturalization is bestowable upon foreigners by Congress for notable services rendered to the nation.

A URUGUAYAN CALENDAR.

1515. Juan Díaz de Solís lands on coast and is killed by the Charrúas.
1518. Ferdinand Magellan visits the coast.
1527. Sebastian Cabot visits Uruguay.
1580. Hernandarias fails to conquer Uruguay. Sends cattle into the country.
1680. Colonia founded by the Portuguese.
1726. Montevideo founded by Zavala, Governor of Buenos Aires.
1729. First Cabildo established at Montevideo.
1777. Uruguay included in the new Vice-Royalty of Buenos Aires.
1811. After Revolution in Buenos Aires, seat of Vice-Royalty transferred to Montevideo.
1814. Montevideo captured by the patriot, General Alvear.
1817. The Portuguese capture Montevideo.
1821. A Uruguayan Congress declares the country incorporated with the Portuguese dominions under the name of the Cisplatine Province.
1825. Disembarkation of the thirty-three Orientals in Uruguay.
1827. Brazilians defeated by Alvear at the Battle of Ituzaingo.
1830. Constitution Promulgated. Rivera declared first President.
1843–51. Intervention of the Dictator Manuel Rosas leads to seige of Montevideo.
1863. Civil war. Invasion by General Venancio Flores.
1864. Brazil invades Uruguay. Aguirre elected President.
1868. The Republic divided into two parties, the Blancos and the Colorados. General Flores assassinated during an insurrection. Construction of the Central Uruguay Railway began.
1870. Conclusion of the Paraguayan war.
1903. Civil war breaks out on the election of José Batlle y Ordoñez as President.
1904. The leader of the rebels, General Saraiva, mortally wounded. Peace restored.
1921. Introduction of women's suffrage.
1926. First air service to Buenos Aires.
1929. British Economic Mission visits Uruguay.
1930. Centenary of Independence.

NATURAL RESOURCES.

The country is given up almost entirely to grazing. Of the 16,000,000 hectares suitable for agriculture or pasturage, only 1,700,000 hectares, or 7 per cent., are actually under cultivation. The animal industry is the principal source of wealth in Uruguay. A Government census was taken in 1930 revealing an alarming fall in the number of cattle. The following table gives an estimate of the result :—

	1932.	1930.	1924.
Cattle	7,372,381	7,127,912	8,431,613
Sheep	15,405,607	20,558,124	14,443,341
Horses	—	600,000	554,871
Mules and Asses ..	—	—	18,576
Goats and Kids ..	—	—	18,888
Hogs	—	300,000	251,253

Although the owners of **cattle** herds in Uruguay have been interested in bettering the quality of their animals by importing stock from abroad, the great majority of the estancieros in Uruguay allow their herds simply the natural feeding they obtain by grazing on the land, and very few attempt to fatten their animals on oats or other purchased feed. The animals are exposed to all the changes of weather ; the comment is often heard that the important thing in Uruguay is to educate cattle raisers to take better care of their stock and not to leave the entire matter of their growth to nature, At present the Uruguayan animals cannot compare with the Argentine animals, either in size or quality, and the quality of the cattle is deteriorating.

In the last few years England has led as an exporter of stock to Uruguay, followed by Argentina. Most of the stock from England was Hereford, while exports from Argentina were mostly Shorthorn. A very small part of the Uruguayan cattle herds, however, has profited by breeding with these imported animals, and they cannot be said to have exerted, so far, any really important influence on the quality of Uruguayan cattle in general.

The Montevideo and Fray Bentos frigorificos afford the chief outlet for fat cattle, but live cattle are also sent to Argentina for market when prices favour that course.

Sheep :—The most important branch of the Uruguayan cattle industry in the last few years has been that of sheep—a natural consequence of the fact that they afford not only meat products but also wool, which is the most valuable source of income the country has. The types of fine sheep imported into Uruguay are principally Merinos, Lincoln, and Romney Marsh. Most of this stock comes from England. New Zealand and Argentina follows as a source of supply, with some receipts from France and Germany. Export of sheepskins were 18,382 bales in 1931, and 14,822 bales in 1932.

Wool in Montevideo is quoted per 10 kilos, and in the following main varieties : crossbreds, special fine ; medium ; and coarse. Merinos, " supras " ; " primeras " ; and " segundas." The clipping season is September to November. The collapse in prices has seriously affected the wool trade. Wool shipments constitute about 30 per cent. of total exports.

Uruguayan wool shipments have been :—

Season.	Bales.	Season.	Bales.
1929–30	148,977	1931–32	92,655
1930–31	142,985	1932–33	113,400

The Frigorificos :—During the years 1931 and 1932 the kills of the four frigorific establishments are reported as follows :—

	1931. Head	1932 Head.		1931 Head.	1932 Head.
Cattle	901,446	753,840	Sheep ..	1,647,186	691,506
Swine	69,468	62,622			

Uruguayan meat shipments to Great Britain were restricted by consent during the year 1933 to the following proportions : Frozen beef, 8,243 tons ; mutton, 8,301 tons ; chilled beef, 30,935 tons.

The area east of Montevideo on the shore of the River Plate comprising the Departments of Canelones, San José, and Colonia, is generally the most favourable for grain growing and mixed agriculture.

Grain and oil seeds are grown upon about 829,600 hectares. The area has been increasing under Government encouragement. The following table shows the area sown to the three principal crops :—

	1933-34.	1932-33.
Wheat ..	1,233,271 acres.	946,889 acres.
Linseed ..	267,184 ,,	337,039 ,,
Oats ..	174,006 ,,	144,559 ,,

Exports, 1931 : wheat, 848 tons; linseed, 24,051 tons ; flour, 704 tons. 1932 : wheat, nil ; linseed, 52,969 tons ; flour, 12 tons.

During the 1932–33 season the area sown showed a large decrease in the case of wheat and linseed. At least 50,000 tons of wheat had to be imported to meet local requirements. A locust pest did great damage to crops.

The cereal crops other than maize are harvested from December to January, and for the last-named the season is April to May. Grapes ripen about March.

Fruits of excellent quality, including oranges, mandarins, lemons, pears, peaches, grapes, and apples are available, and have been exported to neighbouring countries. If the problem of disease is properly dealt with, there are great possibilities in the growing of citrus fruit. It is estimated that there are over 3½ million peach trees, and 1½ million orange trees in the country.

Potatoes are still imported in large quantities, but local production is increasing rapidly and will soon be equal to local demand.

Wine is produced, and the vintage is estimated at 9,000,000 gallons. The tobacco crop averages 250 tons.

Skins of various **fur-bearing** animals are collected for market. Nutria skins are exported in such numbers as 50,000 a year. Seals are taken on the coast and these skins are exported also.

Montevideo is the anchorage during the winter months of various **whaling** flotillas owned by British and Scandinavian firms operating in the South Atlantic. Up to 77,000 barrels of whale oil have been secured in a season.

There are a few **gold mines** ; the San Gregorio in Cuñapiru is owned by British interests, and there are other mines in the department of Rivera, which send their mineral for crushing to the stamps at San Gregorio. In the Montevideo department there is the **manganese** mine, Adelaide ; and the **talc** mines, Yacimiento N. and Maruja, in the Minas department, are active. Marble and granite are found in Minas, Maldonado, Cerro Largo, and Colonia. Mineral exports during 1932 were valued at 2,840,286 pesos.

Coal has been discovered in the department of Cerro Largo, but its industrial importance has yet to be ascertained. Coal, oil, and firewood are all imported.

Exports :—Live cattle, sheep and horses are regularly exported and animal products compose the great bulk of the exports. Salted hides, wool, frozen beef, canned beef, chilled beef, jerked beef, fats, frozen mutton, beef extract, sheep skins, offal, preserved tongues, horns and bones, hair and by-products are the chief. Linseed is the chief export crop, followed by wheat and maize. Oranges form a considerable item, as does fresh fish. Nutria and seal skins, ostrich and pheasant feathers are regular articles. Flour and alimentary pastes are produced for export, and building stone is sent to neighbouring countries. Eggs and butter are now exported in appreciable quantities.

The principal import items are petrol, coal, refined sugar, fuel oil, potatoes, kerosene, olive oil, and yerba maté.

	Exports. Actual Value.	Imports. "Official" Value.
1929	92,756,000 pesos	94,720,353 pesos
1930	100,864,202 ,,	89,301,597 ,,
1931	78,242,055 ,,	81,982,000 ,,
1932	59,950,300 ,,	66,517,574 ,,

The values assigned to imports accord with the arbitrary scale upon which duties are levied; the market value is estimated to be 24 per cent. higher. On this basis there was an adverse trade balance in 1932 of 7,719,405 pesos.

Great Britain is by far the most important market for Uruguayan produce. Its exports to Uruguay in 1932 amount to $10,329,348, and its imports from Uruguay to $16,114,384.

PUBLIC DEBT.

	External.	Internal.	International.
June 30, 1933 (in pesos) ..	141,669,763	135,629,489	4,868,500

British investments in Uruguay are computed at some £39 millions, of which £19 millions are in Government Bonds and £15 millions in railway securities. United States investments are about £15·7 millions.

INTERNAL COMMUNICATIONS.

The **roads** in Uruguay are among the best in South America, and steady progress is being made in this direction. Good roads connect Montevideo with points in the interior, notably with Maldonado, San José, Lavalleja, and Santiago Vazquez. Long-distance motor-buses and lorries ply in certain areas in competition with the trains. The international bridge over the Yaguaron River, connecting the cities of Yaguaron (Uruguay) and Rio Branco (Brazil) is open. There are about 800 miles of good paved roads.

The **railways,** principally in the hands of British companies, all converge upon Montevideo and have a total length of 1,527 miles. The Northern system connects at the northern frontier with a line to Santos and Rio de Janeiro. The North-western system, skirting the Uruguay River, is roughly parallel with lines on the Argentine bank. The North-eastern system taps the north-eastern half of the country. The chief State railway follows approximately the line of the coast eastward from Montevideo to Maldonado, San Carlos, and Rocha.

Other proposals are for State lines from Florida to Sarandí del Yí and to the Brazilian frontier, from Nueva Palmira to La Lata, and from Treinta y Tres to Rio Branco. Work on this line is in progress.

INDUSTRIAL DEVELOPMENTS.

The artificial stimulus of a protective tariff has bolstered up many small firms which are being run on uneconomical lines. Rationalization has not yet spread to Uruguay, and these small firms with their high overhead charges increase the costs of production in the country and are the object of constant solicitous legislation.

The more important firms manufacture cloth and leather goods, building materials, and wines and non-alcoholic drinks. The cloth factories are improving the quality of their output every year, but it will be many years before the Uruguayan weavers can hope to equal British materials. Boots and shoes made locally are not

of first quality, and about the only industry which does produce first quality products is the building material industry. Uruguayan marble is used extensively, both in this country and in Argentina, and a first-class Portland cement is manufactured here, although the supply is still insufficient to meet the demand.

Other important articles of local production are cottons, woven and knitted, jute bags, cordage, flour and biscuits, glass and bottles, cigars and cigarettes, disinfectants, wine, beer and spirits.

The manufacture of chemicals has been fostered, and among products on sale are alcohol, sulphate, chloride and carbonate of soda, chloroform, collodions, sulphuric ether and acid, commercial sulphate of iron, benzol, toluol, and naphthalene, nitric acid, hydrochloric acid, caustic soda and ammonia. Large quantities of soap are manufactured in Montevideo.

The four Uruguayan **frigorificos** have an estimated capacity of 4,000 cattle and 7,000 sheep carcases per day. In addition there are numerous saladeros producing xarque, or jerked beef, for country consumption, and for export to Cuba.

Labour Laws :—An 8-hour working day is enforced by law, and minimum wages have been fixed for several classes of workers. A Bill to fix the minimum wage payable in Uruguay at 70 pesos a month was passed in 1930, but is not yet operative. One day's rest every six days for most workers is compulsory. A law of 1928 decreed that limited liability companies must grant pensions to their employees and workmen.

Immigration :—The only immigrants now admitted are farmers and their families who have contracts for work, workmen contracted for by industrial companies, the relatives of persons already resident in the country, persons going to Uruguay on scientific and intellectual missions, and certain specified travellers having sufficient funds for one year's subsistence.

CURRENCY AND MEASURES.

Currency :—The monetary unit is a nominally gold peso or dollar, but the Republic has no gold coinage of its own. Notes of the Banco de la República Oriental del Uruguay circulate together with silver and nickel small coins, or centesimos. The Uruguayan peso has now been pegged to the French franc.

The par values of the peso are :

U.S. Dollars	$1.035	Argentine Gold ..	$1.072
		Argentine Paper ..	$2.436

Land Measures :—Metric units are alone legal, but use of some older terms persists :—

Suerte = 2,700 cuadras = 1,992.28 hectares.
Legua = 3,600 cuadras = 2,656.37 hectares.

POSTAL INFORMATION.

Letters, Inland : City, every 20 grammes or fraction, 3 cts. Country, 7 centesimos.

Abroad : South American States, every 20 grammes or fraction, 7 cts. Spain, Brazil, and Venezuela, 7 cts. ; other countries, 12 cts.

Air letters to Europe, $0.50 for 5 grammes, plus ordinary postage of $0.12.

Letters despatched *via* France from the United Kingdom by air-mail require prepayment at 4s. 2d. per half-ounce in addition to the ordinary foreign postage rate.

Telegrams :—Inland, ordinary telegrams, first 10 words, 40 centesimos ; every additional word, 3 cts. There is a wireless telephone service between Paris, Montevideo, Buenos Aires and Santiago. There is also a wireless telephone between Montevideo and New York, and Great Britain.

Telephone :—Asunción is linked with Villarrica and Encarnación with Posadas (Argentina).

There are **wireless** stations at Cerrito, near Montevideo, at Rivera, Lobos Island, Paso de los Toros, and English Bank.

THE PRESS.

MONTEVIDEO : "El Bien Publico," "El Dia," "El Diario Español," "La Mañana," "Montevideo Times," "El Pais," "La Tribuna Popular," "El Imparcial," "Mundo Uruguayo" (weekly), "The Sun" (in English, daily) ; "El Debate."

PUBLIC HOLIDAYS.

January 1 : New Year.
January 6 : Children's Day.
March 2, 3 and 4 :
Easter Week : Week of the Tourists.
May 1 : Labour Day.
May 25 : Revolution of May 1810.
August 25 : Independence Day (1825).
November 2 : Day of the Dead.
December 25 : Day of the Family.

Information for Passengers.

British subjects, with the exception of immigrants, are not required to have a *visa*, but it should be noted that, if any question of identification arises after arrival, a passport will not be recognised unless it contains a *visa*. The question of obtaining a *visa* is therefore left to the discretion of the traveller.

Immigrants, in which term is included all passengers of second and third class proceeding to Uruguay for the purpose of settling there must obtain a *visa*, and must also present a certificate of good conduct and fitness for work issued by some person of authority.

The Uruguayan *visa*, which is not required by travellers in transit will in future be valid for the period of validity of the passport.

Persons who have not resided for a period of 2 years in Uruguay must obtain a permit from the Immigration Authority in Buenos Aires before they may enter the Argentine Republic. Persons travelling to Argentina *via* Montevideo should obtain Argentine *visa* before leaving the United Kingdom.

Guidance for Commercial Travellers.

Commercial travellers must obtain a licence, costing 100 dollars annually. The licence expires 31st December, and the full annual charge must be paid, regardless of the period at which the licence is taken out. Those who want a licence must apply in writing, on paper bearing a stamp of 50 centavos, to Dirección General de Impuestos Directos (the Director-General of Direct Taxes).

Travellers handling jewellery, timepieces and similar classes of goods pay a tax of 500 dollars.

Samples of no commercial value are admitted into Uruguay free of duty. In other cases the requisite duty must be deposited with the Customs authorities, or in lieu thereof a satisfactory bond or guarantee must be provided. On re-exportation of the samples the duty is refunded or the bond or guarantee released.

Visits are paid throughout the year, but the best periods are between June and August and December and January. In the latter period the wool clips and crops are being exported and there are more liquid assets than at other times. In the months of June, July and August orders are placed for the winter season 12 months hence.

The heat is oppressive during the summer (December to March), and light clothing is worn. In winter (June—August) heavy clothing and underwear is necessary, owing to the Polar winds which may be expected at that time of year.

BRITISH LEGATION AND CONSULATES IN URUGUAY.

The letter (M) denotes that the Consular Officer holds a Marriage Warrant. Members of the Diplomatic Service do not require Warrants.

RESIDENCE.	RANK.	NAME.	CONSULAR DISTRICT.
Montevideo ..	Envoy Extraordinary, Minister Plenipotentiary, and Consul-General	Eugen Millington-Drake.	Republic of Uruguay.
	Clerk	J. Speck, M.V.O. ..	
	Consul	A. Murray Simpson	
Paysandú, Salto ..	Vice-Consul ..	G. W. Teague ..	

LEGATION AND CONSULATES IN GREAT BRITAIN.

RESIDENCE.	DESIGNATION.	NAME.
London .. .. .. (3 Elvaston Place, South Kensington, S.W.7.)	Envoy Extraordinary and Minister Plenipotentiary.	Vacant.
	Counsellor (Chargé d'Affaires)	Dr. Roberto MacEachen.
	Second Secretary	G. A. Rey Alvarez.
London .. .. .. (55 Harrington Gardens, S.W.7).	Consul-General	César Montero de Bustamante.
Cardiff	Consul	Arturo Prats.
Glasgow	Consul-General	Carlos de Tezanos.
Liverpool	Consul	Eduardo Martinez.
Newcastle	Consul	C. G. Wilkinson.
Newport	Consul	Luis Uriarte.
Southampton	Consul	Humberto, Sampognaro.
Hull	Consul	William Moran Law.
Dundee	Consul	David S. Nicoll.
Middlesborough	Vice-Consul . .	Laurence Outhwaite.
Dublin	Consul	Patrick Rooney.
Sheffield	Consul	R. W. Walker.
Barrow-in-Furness ..	Vice-Consul	Juan M. Mawson.
Belfast	Vice Consul	Raymond A. Burke.
Swansea	Consul	José Dauber.
Bradford	Vice-Consul	Harold Banks Fearnley.

FARMING LANDS AND FARMING LIFE IN URUGUAY.

Uruguay, although so near Argentina, is a land of widely different character. Argentine country is mostly flat. In Uruguay one finds rolling, rocky ridges, not very high, sometimes tree crowned. The climates are much the same. Uruguay is in the warm temperate zone, and oranges grow over practically all of the Republic. There is less arable farming than in Argentina. The soil is not so well adapted to the plough and there has been less immigration. It is a land devoted to sheep and cattle fed on native pastures.

The typical Uruguayan estancia is set within a grove of high trees. At or near the gate is a small house, brick or adobe, with a roof often of thatch. This is the home of one of the puesteros, or pasture tenders, whose duty is to look after one of the large potreros, or pastures, and to keep the gate.

Entering the pasture and driving through, one follows a cart track or an avenue of eucalypti. The pasture may be of 100 or even 5,000 acres. Well-managed estancias make rather small enclosures, the better to arrange their stock—from 200 to 500 acres in the main pastures, with smaller paddocks of from 40 to 100 acres, more or less, near the headquarters.

The estancia headquarters gleam white through the trees. There are the galpones, or barns, for shearing and possibly storing the wool; stables for horses and perhaps for cattle; small houses for the peons, or labourers; and last, the house of the estanciero himself which may be large, but is usually a rambling, roomy, one-storey brick building, plastered on the outside, and roofed with tiles. It is probably surrounded with a garden yielding oranges, peaches, apricots, figs, plums, roses and other flowers, and vegetables.

In ordinary weather, when there is little to do to the sheep, the men employ themselves in perfecting the fences, repairing the houses, getting up the sheep for assorting or culling, or work with the cattle, of which there are always a number on the place. The fences are inspected at short intervals and there is a rigid scrutiny of every sheep for scab disease.

Lambing begins in April, May, or June, and lambs born then get a good start during winter and grow rapidly in August and September, when the spring comes. Other estancieros have all the lambs born in August and September, or sometimes as late as October.

Droughts in Uruguay are possibly less severe than in Argentina, though there is probably little difference in this respect. Locusts come in swarms from the north, settle over the lands, strip trees of their leaves, gardens of their plants, orchards of their fruit; consume even the grass and the very weeds. Few species of trees and plants are untouched by the destroyers. They come at irregular periods, and after a time disappear for another period.

It is customary to furnish food to the labourers on estancias. The food is chiefly mutton, and a man with his family may consume 70 to 100 sheep in a year.

VENEZUELA

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Caracas, the capital, was founded in 1567, and has a population of 135,000. The city is regularly laid out, with streets at right angles to each other, on the southern slopes of the coast range. The northern part of the city has an altitude of over 3,020 feet; the southern is 400 feet lower. Although in the torrid zone, the temperature maintains moderate limits, the maximum temperature being 82° Fahr. and the minimum 62°. The town has broad, shady avenues and squares, an excellent water supply, a good tramway and telephone service. By rail Caracas is 23 miles from La Guaira, and 99 miles from Valencia. It is conveniently placed for controlling trade in the principal towns of the north and much of the businses with the interior. A road has been built to Valencia.

It has paper, cement, and textile factories, with soap and candle works; its chief products are cacao, coffee, and sugar. It is served by the Central Railway of Venezuela (Caracas to Santa Lucia), the Caracas-La Guaira Railway, and the Gran Ferrocarril de Venezuela (Caracas-Valencia). The Transandine highway is open from Caracas to San Cristóbal, to Cucuta, and Bogotá, in Colombia. Buses and automobiles operate from Caracas to Cucuta, making the trip between Caracas and San Cristóbal in 8 to 10 days.

Points of Interest :—The Pantheon; Government Palaces; Municipal and National Theatres; Cathedral and several churches; University, and Museum. The House of Bolívar, with its momentos of the great Liberator; the best national paintings may be found in the Elliptical Salon, the Ministry of Foreign Relations, the Holy Chapel, the City Hall, and La Pastora.

There are several beautiful squares, the principal being the Plaza Bolívar, with a statue of the Liberator, Simon Bolívar.

Hotels :—Royal, Palace, Gran Hotel Caracas, Majestic, and several good boarding-houses (Pension Domke, Ansonia, Savoy, and Ibarra). The minimum rates are from £1 to £1 5s. per day in the hotels, and from 8s. to 12s. in the pensions. There are a number of small but quite comfortable hotels in Caracas where the charge is no more than 10 to 15 bolivares per day, *i.e.* from 8s. to 12s., such as the Hotel Pennsylvania, where accommodation may be obtained at an inclusive rate of about £2 per week. There are two first-class restaurants, "La Suisse," and "El Paballón del Hipódromo."

Clubs and Recreations :—Country Club (American and English), £160 life; Paraiso Club (Venezuelan and European), £40; Club Venezuela (Venezuelan and European), £40; Club Caracas (Venezuelan and European), £40; Central Club(social,swimming, tennis), entrance £87, and 10s. per month; La Florida; Los Balos Grandes (tennis, skating, swimming).

Recreations include tennis, swimming, billiards, motoring, horse-riding, flat-race meetings, bull-fights (nearly every Sunday), and five good cinemas in Caracas. Golf can be had on an 18-hole course at Blandin (8 km. from Caracas).

Excursions :—Avenida Paraiso and "19 de Diciembre," La Vega, Antimano, Los Chorros, passing "La Florida," Sabana Grande, Chacao, Los Dos Caminos, and, to Petare by excellent concrete road. The road to Petare, a picturesque little town skirts the beautiful Mount Avila.

Motor-cars cost from Bs. 6 to 12 per hour; horsed conveyances are Bs. 5 or 6 per hour, or Bs. 2 per trip within the city limits.

Rail :—La Guaira and Caracas Railway. See p. 468.

British Legation and Consulate :—Quinta Prosperi, Avenida de "El Paraiso."

U.S.A. Consulate :—Edificio Banco Mercantil.

La Guaira is one of the most beautiful harbours in the world, with a fine background of mountains. It is the principal port, and practically all business for the central part of the Republic passes through it. La Guaira is the shore end of the submarine cable to Florida *via* Curaçao, Santo Domingo, and Cuba. The breakwater, which has transformed what was once an open road-stead into a commodious harbour, was built by British enterprise. There are facilities for handling large cargoes of every description. Population, 8,500. Adjoining La Guaira are Maiquetia and Macuto. The latter is frequented by people of fashion in the season, November-March. It is connected with La Guaira by road and electric line; and has a first-class hotel and facilities for sport.

The principal products are coffee, cacao, hides and skins. There are breweries, shoe, soap and candle factories, and sawmills.

Landing :—Alongside wharf.

Hotels :—Canada, Español, Comercio; Alemania and Miramar (at Macuto); Caracas and Valencia at Maiquetia.

Air Services :—See under Air Section.

Excursion :—Rail or motor-car to Caraças. The mountain and roadway are among the most wonderful in the world, attaining a height of some 3,300 ft. The road has been shortened and faced with concrete, permitting the uphill journey in 75 minutes. Distance 23 miles.

Maracaibo, on the north-western shore of Lake Maracaibo, capital of the flourishing State of Zulia, and of large commercial importance, is distant from Caracas 572 miles by sea. The chief port of coffee export, it is the centre also of the oil industry, with a large foreign population. The harbour has deep water, but the bar is impassable to ships drawing over 11 ft., and transhipment at Curaçao is usually necessary. The mean temperature of 82°F. and average humidity of 95° are most felt at sea level. The suburbs, Bellavista, El Milagro, and Los Haticos occupy higher ground. A new pier on the water front has been completed ; new Government buildings have been erected, others modernised, and miles of streets in and around the city paved. The city dates from colonial times, has a cathedral and many ecclesiastical institutions, with good parks and electricity. The cost of living is high. The climate is damp and hot, but healthy. The hottest months are July, August and September, but there is usually a sea breeze from 3 p.m. until morning. Population, 75,000. The main products are coffee, cacao, sugar, petroleum, salt, cotton, maize, hides and skins. There are tile, brick and furniture factories ; other industries include fine rum, chocolate, sugar, and flour.

Indian villages which dotted the shores of Lake Maracaibo a few years ago have been replaced by thriving oil towns, such as La Roza, Cabimas, La Salina, and Lagunillas.

Hotels :—Scandia, Zulia, Victoria, Americano, $6—8 per diem.

Steamers of Dutch and American lines connect La Guaira via Curaçao with Maracaibo. There is a service to Encontrados, on the Catatumbo river, and to San Carlos on Escalante river by way of the lake.

Air Services :—See under Air Section.

Puerto Cabello, in the State of Carabobo, stands upon a narrow peninsula 60 miles by sea west of La Guaira, 34 from Valencia, 40 from Tucacas, and ranks second in importance among Venezuelan ports of export. It has an excellent harbour, a lighthouse, two forts, and good communication with the rest of Venezuela. Chief products : coffee, cacao, copra, woods, hides. Local industries include corn mills, cotton mills, saw mills, marble works, beef packing, and cigarette factories. The ship-repairing facilities are large. Population, 23,000. Average temperature, 81°F.

The central highway to Valencia, Maracay, Caracas and La Guaira presents the opportunity of motor rides of 150 miles through beautiful scenery. There is also a road to San Felipe.

Hotel :—De los Baños.

Rail :—The Puerto Cabello and Valencia Railway gives a direct service with La Guaira ; connecting with the Gran F. C. de Venezuela, it brings Caracas within ten hours' journey.

Air Services :—See under Air Section.

OTHER TOWNS.

Amuay, upon the western side of the Paraguaná Peninsula, is the site of a Customs House, temporarily established to meet the needs of the oil companies.

Aragua de Barcelona, second city in the State of Anzoátegui, 37 miles from Zaraza, 50 miles from Puerto Piritu, 72 miles from Guanta, and 62 miles from Barcelona. It is reached from either Barcelona or Puerto Piritu. Population, 7,000. Average temperature, 82°F. There is an active cattle trade with the Orinoco region and the coast. The local industries are the manufacture of mantas, shawls, and aguardiente.

Hotels :—Venezuela, Sirio.

Barcelona, capital of Anzoátegui, has a population of about 8,500, and lies on the west bank of the Neveri River, 3 miles from the ocean, and 155 miles east of Caracas. It is connected by rail with the port of Guanta, 11 miles away, and is a good trading centre. There are coal and salt mines and a large number of livestock in the district. Products : cattle, cotton, sugar, cacao, tobacco. The town is served by the Guanta-Naricual railway. Steamers from La Guaira call at Guanta. Mean temperature, 80°F.

Hotels :—Central, Nacional.

Barquisimeto, the capital of Lara, has a population of about 25,000, and is the centre of a large and flourishing trade. It is at an altitude of 1,856 ft., on the Barquisimeto River, 164 miles from Caracas and 90 from Puerto Cabello. It is one of the principal towns on the Transandine Highway and is connected by road with the National Highway. The chief products of the district are coffee, cacao, sugar, copper and other minerals, and cattle. Fibre hammocks and bags are manufactured.

Hotels :—Pérez Correa, Sucre.
Rail :—To Tucacas by the Bolívar Railway : connection is made between Tucacas and Puerto Cabello by the Railway Company's steamers.

Carúpano, upon the Paria Peninsula, a port with trade in cacao, coffee, sugar, timber, and horses. There are good roads to Cumaná, to Río Caribe, and to El Pilar. It has a population of 25,000, and its open roadstead is visited by steamers from Europe and by coasting vessels from La Guaira and Maracaibo. Average temperature, 81°F. Industries : straw hats, fibre weaving, soap factories, rum distilleries. There are good roads to Cumaná, Rio Caribe, and El Pilar.

Hotels :—Victoria, Central.

Ciudad Bolívar, capital of Bolívar State, on the right bank of the Orinoco, and 270 miles from its mouth, is the commercial and trading centre for half the area of Venezuela. Population about 20,000. The town is fairly healthy, and is situated at the narrows, where the river is about 1 mile wide. The small town of Soledad faces it upon the left bank. There are several buildings of note. The town is the centre of the Orinoco river trade, and a considerable market for the cheaper classes of imported goods. Chief exports : gold, hides and skins, balata, and tonka beans. River steamers ply to San Fernando de Apure, and take ten days on the up-stream and six on the down-stream journey. There are steamer connections with Port of Spain (Trinidad), the port of transhipment for Ciudad Bolívar, with Puerto Cabello, and with La Guaira. The town is also connected by a new road, 600 miles long, with Caracas.

Hotels :—Bolívar, Gran, Central, Unión.
Air Services :—See under Air Section.

Coro, near the base of the Paraguaná Peninsula, and capital of the State of Falcón. It is connected with its port, La Vela, by 8 miles of railway. It is reached by coasting steamers from Maracaibo and La Guaira, and by schooner from Curaçao (56 miles). A road runs southwards to San Cristóbal. Oil, salt, and coal are found in the vicinity; goats are bred in large numbers, and their skins exported. Local industries are cattle raising and the manufacture of aguardiente. Population, 11,000. Average temperature, 82°F.

Hotels :—Occidental, Coriano.
Air Services :—See under Air Section.

Cristóbal Colón, the nearest Venezuelan town to Port of Spain, Trinidad, stands near the point of the Peninsula de Paria. It has a custom house.

Cumaná (Puerto Sucre), 250 miles east of Caracas, has a long steamer pier and a considerable trade in fruit. Dutch Royal Mail vessels call regularly and local steamers from La Guaira and Carúpano use the port. Population, 20,000. Principal products: coffee, tobacco, beans, hides, sugar, cocoa, rum, fish, lumber, etc. Cotton goods are manufactured. Average temperature, 80°F.

Encontrados, 40 miles up the Zulia River, is accessible by steamer from Lake Maracaibo. It is the terminus of the Táchira Railway, serving important coffee-growing districts near the Colombian frontier.

Maracay, capital of the State of Aragua and the centre of a rich coffee and sugar area, is 77 miles by rail from Caracas. A good and picturesque motor road has encouraged the visits of tourists in increasing numbers. The town has a population of about 12,000; the altitude is 1,500 feet. The port for hydroplanes is in the Valencia Lagoon, linked to the city by road. Beside coffee and sugar, the main industries are cattle raising and timber cutting. There are two national factories for paper and creamery products.

Hotels :—Jardín (50 Bs. per day, inclusive), Maracay.
Air Services :—See under Air Section.

Margarita Island, lying off the north coast, is reached by steamers or sailing vessels from the mainland ports. It is over 40 miles long and from 5 to 20 miles broad, with an area of approximately 444 square miles and a population of about 60,000. The climate is exceptionally good. It is famous for its pearl fishing and for its hand-made straw hats and hammocks. Other products are goat skins, hides, fruit, dates, dividivi, tobacco, beans, coconuts, and yucca. The main port, **Porlamar,** with a population of 4,900, is the chief commercial centre. A port, **Pampatar,** on the south-eastern side of the island, is 60 miles from Cumaná, 85 from Barcelona, 45 from Carúpano, and 160 miles from Trinidad. Population, 1,000.

Hotels in Porlamar :—Porlamar, Nuevo.

Maturin, capital of the Orinoco delta State, Monagas, is reached by highway from Ciudad Bolívar; by schooner up Caño San Juan to Guarapiche River, and thence by light draught boats in three days. It is 28 miles from Aragua, and 31 miles from Caicera. The

town is low-lying (240 feet), and has a population of 5,000. The main products are cotton, tobacco, coffee, cacao, rice, maize, cattle, and petroleum.

Hotel :—Maturines, $3.50 a day.
Air Services :—See under Air Section.

Mérida, capital of its State, is in the sierra, 5,400 ft. above sea-level. It is accessible *via* Lake Maracaibo and the Rio Escalante. Train is taken at Santa Barbara to El Vigia, and thence by mule. There is a good motor highway (511 miles) to Caracas. There are textile mills producing cottons and woollens, and wheat and coffee estates. Population, 6,000. The climate is moist and cool.

Hotels :—Villamizar, Central, $3 a day.

Puerto Salinas, on the western side of the Paraguaná Peninsula, with deep water inshore, has been selected as the site of a new port for the transhipment of oil from the Maracaibo region.

Rubio, near the Colombian frontier, the centre of an important coffee district and a town of 8,000 population, is accessible in one hour by a good motor road from San Antonio, a station upon the Táchira Railway leading to Encontrados.

San Cristóbal, on the plateau near the Colombian frontier, is the capital of Táchira State. It is in trading relations with Cúcuta (Colombia), and stands some 30 miles south of Uraca, the head of the railway from Encontrados (110 miles). It is reached by motor-car from San Felix, on the railway from Encontrados. San Antonio, on the railway from Cúcuta to Puerto Villamizar, is 21 miles from San Cristóbal. Chief products : coffee, vegetables, sugar, iron, coal, and petroleum. Roads to San Antonio, to Uraco, and to the llanos down the valleys of Quaraman and Turbas. Road to Caracas. Population, 15,295. Altitude, 2,700 ft.

Hotels :—Central, America, $3 a day.

San Felipe, capital of Yaracuy State, and about 30 miles east of the railway at Aroa, is accessible by motor from Puerto Cabello (58 miles), and by train from Tucacas by the Bolívar Railway. There is a good road to Barquisimeto. Main products : coffee, cacao, sugar, cotton, maize, fruits, rice, hides and copper. Population, 9,000. Altitude, 1,800 ft.

Hotel :—Bolívar, $3 a day.

San Fernando, a State capital on the Apure River, near mouth of Portuguesa River. It is visited regularly by steamers from Ciudad Bolívar, and is a port of call for steamers plying on the Orinoco and Apure Rivers. It is the centre of the trade in alligator hides and the chief town of a large cattle-farming area. Products : cattle, hides, feathers. Population, 7,000. Average temperature, 90°F.

Trujillo, capital of Trujillo State, is reached by Maracaibo lake steamers to La Ceiba, then by rail to Motatán, thence by road, 25 miles. The town is also on the Trans-Andean Highway. Altitude, 2,640 ft. ; population, 7,500 ; climate, semi-tropical. The products are coffee, cacao, tobacco, maize and sugar. There are flour mills and ice plants.

Hotel :—Nuevo, $3 a day.

Tucacas stands on the shore of the Caribbean Sea, north of Aroa River, 40 miles from Puerto Cabello, 100 miles from Barquisimeto, and 45 miles from the famous Aroa copper mines. It is reached from Barquisimeto by the Bolívar Railway, and from Puerto Cabello by coastal steamers. Copper from the Aroa and Barquisimeto mines is exported, besides the various products of the Bolívar region—cacao, coffee, hides and skins. Population, 2,000.

Turiamo, a new port in course of construction, lies between Puerto Cabello and La Guaira. Quays to accommodate the world's largest liners are being built. The port is to be connected by road to the Maracay-Valencia highway.

Valencia, capital of the State of Carabobo, has a population of 40,000, and stands on the west bank of Cabriales River, 3 miles from its mouth, near Lake Valencia. It is 34 miles from Puerto Cabello, 56 from Tucacas, and 99 from Caracas. It is the third city in size in the Republic and the most important manufacturing centre, as well as the centre of the most developed agricultural region in the country. The climate and situation are delightful and attract visitors. The city ranks next to Caracas as a social centre, and is connected therewith by a good concrete roadway. The atmosphere is that of old Spain, and the interesting cathedral and the public market face each other on the central plaza. The principal products are coffee, cacao, sugar, hides, tobacco, and beans; the industries include cattle-raising, saw mills, foundries, tanneries, and cotton mills. Roads to Caracas, Puerto Cabello, and Maracay. Average temperature, 80°F.

Hotels :—Juana de Arco, Pension Ritz, Hotel Alemán.
Rail :—Gran F.C. de Venezuela to Caracas; and the Puerto Cabello Railway.

Valera, State of Trujillo, is in many ways more important than the state capital, Trujillo. It stands 6 miles by road from Motatán, a station on the railway to La Ceiba (60 miles), and is 25 miles from Trujillo. The products of the region—coffee, cacao, fruit and sugar—pass through on their way to Maracaibo for export. Population, 10,000.

Hotel :—Haack, $3 a day.

PHYSICAL FEATURES.

Venezuela is bounded on the north by the Caribbean Sea, on the east by British Guiana and Brazil, on the south by Brazil, and on the west by Colombia. The area of the Republic is 393,976 square miles, or about twice that of Germany. The name Venezuela, signifying "Little Venice," was applied by Spanish navigators, who found in the lake-dwellings of the Indians inhabiting Lake Maracaibo a reminder of the Venetian waterways.

There are three principal chains of mountains. The first, formed by a branch of the Andes where it divides at Pamplona (Colombia), may be called the alpine region, a broad and compact mass with its summits perpetually covered with snow. The second chain, the coast range, intersects the Andes near Barquisimeto, and runs in parallel ridges to the Caribbean Sea. The third is the Parima range, differing from the two others in geological formation. The region

of Venezuelan Guiana which it occupies is a convex tableland of an elongated shape running from east to west, in which rise at intervals large mountains separated by plains crossed by the principal rivers of the eight great watersheds of Venezuela.

There are three peaks of over 16,000 feet : La Columna, La Corona (Humboldt Peak), and La Concha ; and 22 peaks of 15,000 feet or more, perpetually snowcapped.

The country has 1,059 rivers and streams of varying size, of which 436 are effluents of the Orinoco, 230 discharge into the Caribbean Sea, 124 into the Gulf of Paria, 200 into Lake Maracaibo, and 22 into the Lake of Valencia. The principal navigable rivers are the Orinoco, Apure, Meta, Cauca, Negro, Guárico, Yaracuy, Escalante, Portuguesa, and Zulia-Catatumbo. The total navigable length of the rivers is over 6,000 miles.

The tributaries of the left bank of the Orinoco are the more easily navigable as their course runs in the main through grassy plains ; sandbanks in the dry season form the chief impediments. The affluents of the right bank rising in the highlands towards the Brazilian frontier run swiftly through dense forests and are broken by rapids.

There are 71 islands and many rocks and islets. Venezuela has 208 lakes. The coast line exceeds 2,000 miles.

The **Island of Margarita** (Nueva Esparta), the largest island, of 444 square miles, has important pearl fisheries.

Lake Maracaibo, of 8,000 square miles, is joined to the sea by a strait 34 miles in length and 5 to 9 miles wide. The lake is navigable throughout, and is used by ocean-going vessels. The inland Lake Valencia is navigated by small steamers.

Climate :—There are three well-marked zones, varying in temperature according to their height above sea-level, and classified as torrid, temperate, and cold. The torrid zone begins at the coast and extends to an altitude of about 1,750 ft., with a temperature ranging from 78° to 82° Fahr. The temperate zone, from altitudes of 1,750 ft. up to 6,500 ft., has readings from 64° to 77°, and the cold region, above 6,500 ft., from 35° to 38° Fahr. The rainy or winter season on the Llanos lasts from April to October, the dry season from November till March. In the temperate zone the climate is healthy and pleasant, and the seasons are not so definitely marked as in the lowlands.

Health conditions are moderate. It is as well to eat as little meat as possible, to avoid vegetables which have not been boiled and to filter or boil water. Medical attendance is quite good, nearly all the doctors being Venezuelan, though some speak English.

Population :—The latest estimate (1931) puts the total population at 3,226,000. The States of Lara (271,369) and Zulia (222,613) are the two most populated areas. The Federal District, inclusive of Caracas, has 195,460 inhabitants.

Flora :—Over 6,800 species of plants have been identified, including 700 orchids, 300 grasses, and 130 palms. Each of the three climatic belts has its own vegetation ranging from the tropical growths. Dry forest, with dividivi, logwood, and cacti, is charac-

teristic of the north-west coastal region. Deciduous forest with rubber, balatá, chicle, balsam, and cusparia trees occupies about two-thirds of the forest area. The districts of more continuous rainfall produce giant palms, greenheart, shrubbery undergrowth, and epiphytic growths. Grasses and herbaceous plants cover the Andine and coastal mountain ranges at high altitudes. In the intermediate "tierra templada" pines, laurels, ferns, and mosses flourish, and here coffee is planted.

Fauna :—The animal life of the eastern part of the country resembles that of Northern Brazil, and of the western part that of Colombia. There are 20 species of monkeys. The carnivores include seven species of felines, one species of canines (*Azarae Rengg*) in addition to European breeds, several species of martens, including the mephitis (mapurite), and three or more species of bear. There are five species of ruminants and even-toed pachyderms.

GOVERNMENT.

The present National **Constitution** was sanctioned May 1929, and is based upon popular elective, federal, and representative principles. Each of the twenty States has its separate constitution modelled upon that of the nation.

All legislative power is vested in a Congress consisting of a Senate and a Chamber of Deputies. The Federal executive power rests in the President of the United States of Venezuela, and in his cabinet ministers who are his representatives. The presidential term of office is seven years. Supreme judiciary power is in the hands of the Federal and Cassation Court of three tribunals: Federal, Cassation, and Politic Administration, meeting in the capital under a Chairman, Vice-Chairman, or Chancellor. There are common courts in the several States, and one in the Federal District of Caracas. Most of the laws have been codified, and the Civil Code of 1922 is in force.

PRESIDENTS OF THE REPUBLIC (since 1900).

Gral. Cipriano Castro	1900–09
Gral. Juan Vte. Gómez	1909–15
Doctor V. Márquez Bustillos (Provisional)	1915–22
General Juan Vicente Gómez	1922–29
Doctor Juan Bautista Perez	1929–31

PRESIDENT.
General Juan Vicente Gómez (June 1931).

MINISTRY.

Interior	Dr. Pedro Rafael Tinoco.
Foreign Affairs	Dr. P. Itriago Chacín.
Finance	Efraím González.
War and Marine	Gen. E. López Contreras.
Development	Gen. R. Cavama Martínez.
Public Works	Dr. Luis Vélez.
Education	Dr. P. González Rincones.
Health and Agriculture	Dr. H. Toledo Trujillo.

NATURAL RESOURCES.

One-fifth of the population is engaged in agricultural pursuits. The principal products are coffee, sugar, cotton, cocoa, tobacco, and tonka beans. Coffee and cacao constitute about three-fourths

of the exports of the country. The agricultural region covers 300,000 square kilometres. Scientific methods of cultivation are taught at the new agricultural stations established in each of the twenty State capitals.

Coffee is the main item in the Agricultural prosperity of Venezuela. The tree is grown throughout the temperate zone, at a level varying from 500 to 1,400 metres above sea level. The bean grown on the lands beneath this level is larger but poorer in essential properties. The highland property is hard, compact, and rich in caffeine and essential oils, but smaller in size.

A " tablon " (6,987 square metres) yields some 500 kilos of coffee and holds generally 1,100 trees. There are 750,000 acres under coffee, and approximately 450,000,000 producing trees. Production : 1931-32—1,000,000 bags, an average crop ; 1932-33—1,450,000 bags ; 1933-34 (estimated)—900,000 bags.

Picking begins in October and is heaviest December—February. The bulk of the supply is exported to Europe. Unofficial estimates put the exports from Maracaibo, Puerto Cabello, and La Guiara in 1932 at 915,644 bags.

Cacao of high quality is the second crop in importance, and finds its principal market in the United States. Two kinds are grown, the *trinitario*, of inferior quality, with a small bean, flat, and bitter to the taste, and the *criollo*, larger, oval in shape, and sweeter in taste. The *trinitario* is grown in Eastern Venezuela and parts of the central zone ; *criollo* is grown in the coastal regions. Most of the crop is picked in December and June. Very little is used locally. According to unofficial estimates exports in 1932 were 29,605,000 lb.

Sugar, although exported in fair quantity, is produced principally for home consumption, and might be grown upon a much larger scale. The 600 sugar estates produced 20,187 long tons in 1931-32, and 23,324 long tons (estimated) in 1932-33.

Tobacco, the fourth crop in importance, is produced in quantities of about 3,000 tons a year, all of which is used locally for the manufacture of cigars and cigarettes. There are factories at Caracas, Puerto Cabello, Cumana, Valencia and Maracay.

Large areas of land are suitable for **cotton** growing, and fibre of especially good quality has been grown in the States of Aragua and Carabobo. The crop is consumed by the mills in Valencia, Caracas, Maracay, and Cumaná, and is picked in November–December.

The growing of **foodstuffs** in the western part of the country has suffered from the development of the Maracaibo oilfields, but maize, wheat, rice, and various kinds of vegetables are widely grown for internal use.

Approximately one-third of the area of the country is good for **stock raising.** The extensive plains, the Llanos, watered by the Orinoco and its tributaries, are well suited for raising cattle, but the pasture is decidedly inferior to that of the Argentine Pampas, and the lack of transport has prevented the industry from developing. A British concern, which owns large areas of land in the State of Apure, has imported numbers of pedigree Shorthorn bulls and

some rams, with a view to improving native breeds. The total head of cattle in Venezuela may be estimated at about 3,000,000.

About two million goats and sheep range the plains and plateaux, and goat skins are exported in considerable numbers.

The export of hides and skins has averaged about Bs.5,000,000 during recent years.

The **forests** extend over nearly half the Republic, and their resources have barely been tapped. Six hundred species of wood have been identified. Dividivi pods for tanning, fustic and indigo for dyeing, rubber plants and the cabinet woods, including mahogany, are of present commercial importance.

The petroleum companies consume local as well as imported timber, and one of them has acquired rights over 50,000 acres of forest land in Monagas State.

Balatá gum, the most important article of forest produce for export, represents a value of about £200,000 per annum.

The **coconut** crop is increasing, and oil is extracted from the nut at Cumaná. Its cultivation in the great tracts of coastal land and along the rivers offers great possibilities.

Tonka bean and **chicle** exports have been falling owing to lack of demand.

The centre of the trade in **egret feathers** is San Fernando de Apure. The business has diminished in consequence of the restrictions placed upon the trade.

The law of 1917 restricts the gathering of egret feathers. They may only be taken from the heron roosts, or garceros, during the moulting season (July to November inclusive). The killing of herons for the sake of the feathers is forbidden. The Government has also prohibited the slaughter of alligators, and the export of alligator skins from the Orinoco is at a standstill.

There are **pearl fisheries** in the neighbourhood of the island of Margarita, under Government control. Fishing is allowed during the first seven months of the year and no one is allowed to fish without a Government licence.

MINERAL WEALTH.

Oil :—The oilfields are computed to cover 27,000 square miles, and their rapid development is indicated by the following statistics of production. Oil accounts for 77 per cent. of total exports.

1925	19,022,200 barrels.	1929	137,472,100 barrels.
1926	37,000,000 ,,	1930	136,890,784 ,,
1927	64,000,000 ,,	1931	117,122,955 ,,
1928	106,500,000 ,,	1932	116,565,482 ,,

Venezuela is now the third largest oil-producing country in the world. The basin of Lake Maracaibo has proved the most prolific South American source of oil and one of the chief producing areas in the world. The principal fields operated are :—Lagunillas, La Rosa, Mene Grande, El Mene, Benitez, Guanaco, and Ambrosio fields. On the western side, close to the city of Maracaibo, are the La Paz and Concepción fields. The Rio de Oro and Tarra fields, west and south of the lake, are less developed, and so are the proved

resources of the Falcón field on the northern coast. The oils vary in grade from heavy to light, and are exported chiefly in the crude state in shallow tank steamships. Constructional work in the laying of pipe lines has been carried on actively. Much of the drilling in the La Rosa field has been done under water on the lake shore. In all there are 2,522 wells in Venezuela.

There are two further undeveloped fields in Venezuela, the Cumerebo field in the State of Falcón on the north coast, and the Quiriquire field in the east. In 1933 the Government announced that a well with an estimated flow of 5,000 barrels a day had been brought in near Pedermales, in the Orinoco Delta. This is expected to mark the beginning of an important oilfield in Eastern Venezuela.

Deep-water stations for the transfer of oil to ocean steamers have been opened on Paraguaná Peninsula and Aruba Island, so presenting economies over transhipment at Curaçao.

Asphalt is exported by the New York and Bermudez Company from wells at Guanoco, where there is an asphalt lake of 1,000 acres. The Company's output in 1932 was 6,732 metric tons. There are many other deposits in the country, but none of them is worked.

Gold mining in the Ciudad Bolívar region, where El Callao mine gave extraordinary results under relatively uneconomical methods of working in the last century, is gradually shifting eastward towards the British Guiana border. Tumeremo has taken the place of Guasipati as the most important mining town. New equipment and the reorganisation of two companies in 1930 resulted in doubling the output of monthly shipments. The total production in 1932 was 2,847,084 grammes. Gold is being carried by air from the mines at Ciudad Bolívar and El Callao to Maracay.

Coal of good quality is got at Naricual from State coal mines, equipped with briquetting plants, and at Capiricual and Toporoco, points favourable for shipment from the ports of Guanta and Coro. The total production in 1932 was 5,745 metric tons.

Copper is mined at Aroa by the South American Copper Company. Large fresh deposits in the vicinity of the old mines have been exploited, but at present production has ceased.

Magnesite deposits upon Margarita Island, 200 miles north of La Guaira, are worked upon American account, and are of exceptional purity.

INTERNAL COMMUNICATIONS.

The Orinoco and its tributaries are navigable during the rainy season some way into Colombia. Navigation is restricted to boats flying the Venezuelan flag and owned by Venezuelans. The waterway is practically a monopoly of the Compañia Venezolana de Navegación. Limited accommodation for passengers is provided.

The 670 miles of **railway** give access from the coast to the highlands, but there are no lines in the central districts. The railways represent a capital investment of some Bs. 201,000,000; of this approximately Bs. 90,000,000 is British, Bs. 79,000,000 German, and Bs. 28,500,000 native.

The La Guaira and Caracas Railway connects La Guaira, the chief port of Venezuela, with Caracas, the capital city. The return journey from the coast to the capital is accomplished easily in course of one day's excursion. The line has been electrified. The single journey occupies 1¼ hours, and the first-class return fare of 10 bolivares represents 8s. od., at par.

The line crosses mountains which rise abruptly to a height of 9,000 ft. Passengers enjoy magnificent mountain scenery, and no traveller fails to appreciate the infinite variety of scenery or to remark on the marvellous contrasts of sea and mountain.

The line can be used in conjunction with the Puerto Cabello and Valencia Railway in course of a trip through the interesting coffee districts. Departing from Caracas at 8 a.m., one arrives at Valencia at 3 p.m., and at Puerto Cabello at 6 p.m., where, in some instances, the ship may be rejoined.

Another artery for ocean traffic is the line from Puerto Cabello to Valencia, which, in its turn, is joined to Caracas by the German-owned Gran Ferrocarril de Venezuela, passing through the rich agricultural districts of Maracay and Araguay Valley.

The Central Railway joins the capital with Ocumare del Tuy, carrying maize, coffee, and sugar to Caracas. The Bolívar railway runs from Barquisimeto to the Port of Tucacas, with a branch line to San Felipe. Coffee, sugar, and cocoa are the principal freights. There is also the Gran Ferrocarril del Tachira and the Gran Ferrocarril de la Ceiba, which transport coffee from the mountainous regions in the States of Tachira. Merida, and Trujillo to the Lake of Maracaibo.

Vast tracts of country, however, mainly in the eastern and central portions of the Republic, are untouched by railways or roads.

Large improvements have been made in the **roads** to befit them for motor traffic. There are now three great highways. The first runs from Caracas to Ciudad Bolívar (600 miles), but is liable to floods during the rainy season in the low lying area. The second, the National highway, runs from Caracas to the Colombian frontier, and is continued as far as Cúcuta in Colombia. This is 800 miles long. A branch road runs off from Valencia to Puerto Cabello. The third runs from Coro, in the north, southwards through Trujillo and Merida, to San Cristóbal. From Caróra a branch runs westwards through Barquisimeto and thence to Acarigua, where it joins the National Highway. Recently this third highway has been connected up with La Ceiba, on the Lake of Maricaibo, whence there are lake boats to Maracaibo. The task is by no means completed yet, and until it is so the natural resources of the country cannot be fully exploited. There are in all 3,728 miles of road, of which about 620 miles are hard surfaced.

There are 15,000 motor cars in the country and some motor lorries. Carts, mules, and donkeys are extensively used, even in competition with the railways. During the rains (May to October), when trade by cart over the Llanos of the Guarico and Orinoco is impossible, owners bring in their vehicles to Caracas and other places served by railways.

INDUSTRIAL DEVELOPMENT.

Manufacturing Industry :—Electric power and light are available in most of the large towns. The waterfalls near Caracas have an estimated capacity of 15,000 h.p. Ten cotton mills represent a capital investment of £2,000,000. They spin the cheaper textiles used by the poorer classes. The manufacture of leather is one of the principal industries of Venezuela, and there are tanneries in Caracas, Valencia, La Guaira, and in other smaller towns. A good class of footwear and saddlery is manufactured from locally produced hides. At Maracay there is a paper factory which supplies an appreciable proportion of the requirements of the country, and a plant for the manufacture of soaps and perfume. Chocolate, glass, cigarettes, rope, straw hats, furniture are all moderately thriving industries in various parts of the Republic. There are a number of sugar refineries and five breweries, one of which produces its own bottles. There are two foundries at Caracas. There are cement, match, nail, button and cheese factories, and several petroleum refineries.

A company has been formed at Caracas for the production of silk in Venezuela. Over 150,000 mulberry trees have been planted.

British Capital :—The amount of British capital invested in Venezuela, and quoted on the London Stock Exchange, was estimated at the end of 1932 at £19,759,666. U.S.A. investments are $247,248,000.

Foreign Trade :—A large expansion of trade has accompanied the development of the oil industry, which is responsible for 77 per cent. of the total exports.

	Exports. Bolivares.	Imports. Bolivares.
1932	628,260,173	153,458,092
1931	725,842,433	291,904,670
1930	762,494,232	363,858,456
1929	778,560,088	452,851,990

The principal articles of export are stated below in the order of their importance : Petroleum, coffee, cacao, gold, balatá, hides and skins, sugar, asphalt, corn, pearls, dividivi, copper ore, fertilizers, tonka beans, tobacco leaf, cebadilla.

Cost of Living :—Average house rent (fit for European) = £24 per mensem ; average wages for servants are high.

Cost of minimum board and lodging in Caracas for : (1) resident bachelor, £25–30 per mensem ; (2) man and wife, £35–45 per mensem ; (3) commercial traveller, £42 per mensem. In Maracaibo the cost of minimum board and lodging is slightly less.

PUBLIC DEBT.

	Internal.
December 31, 1932	24,572,460 bolivares, or £974,300

The whole external debt of the country has been cancelled as a tribute to the memory of Bolívar.

Immigration :—All aliens competent in any trade, industry, or profession coming to take permanent residence are ranked as

immigrants. Persons not belonging to European races, and people of all coloured races, persons aged over sixty and coming alone, individuals of bad habits or suffering from specified defects are ineligible for admission. Labour contracts of four years for farm hands and two years for artisans are recognized, and under certain conditions families may be lodged free for one year. Since 1932 all immigrants have to deposit 1,000 bolivares, which is returned on leaving the country, or on proof that the immigrant has fixed his residence in Venezuela.

CURRENCY, WEIGHTS, AND MEASURES.

The monetary unit is the gold **bolívar,** of which the par value is 0·193 U.S. dollars, divided into 100 centimos. The gold coins are Bs. 10, Bs. 20 and Bs. 100 (or pachanos). The silver in circulation includes Bs. 5, 2½, 2, 1, with reales (=50 centimos), and medios (=25 centimos). There are nickel lochas (12½ centimos), and nickel centavos (=5 centimos). In addition, there is a note circulation, also based on gold, in denominations of Bs.1,000, 800, 500, 100, 50, 20 and 10. The bolívar has a par value of 25.25 to the £.

The circulation of foreign bank-notes is prohibited; such notes introduced by travellers should be declared at the Customs and can only be exchanged at an establishment holding a Government licence for such operations, on production of a certificate issued by the Customs Authority at the port of entry.

Metric **measures and weights** have been adopted by law and have now almost universally replaced the old Spanish measures and weights: leguas (leagues), varas (yards), fanegas (bushels), arrobas (twenty-five pounds, equal to 11·502 kilograms), libras (sixteen onzas) and onzas (ounces).

PUBLIC HOLIDAYS.

The feast days of the Roman Catholic Church are unofficially observed. In addition, the following are legal holidays:—

January 1: New Year's Day.
April 19: First Movement for Independence.
June 24: Battle of Carabobo.
July 5: Independence Day.
July 24: Bolívar Day.
December 19: National Holiday.
December 25: Christmas Day.

PRESS.

CARACAS:—"Nuevo Diario," "El Universal," "El Heraldo," "El Sol," "Billiken," "La Esfera," "Gaceta Oficial," "La Verdad," "Fantoches," "Nosotras."
LA GUAIRA:—"El Heraldo," "El Diario de la Guaira."
MARACAIBO:—"Gaceta Oficial," "La Información," "The Maracaibo Herald," "Paz y Trabajo," "Revista Mercantil," "Excelsior," "El País."

POSTS AND TELEGRAPHS.

Postal Rates:—Minimum for foreign letters, 50 centimos; for inland letters, 25 centimos.

Air Mail:—1 to 10 grammes, Bs.0.75, with Bs.0.50 per 10 grammes in excess plus ordinary postage for the interior; 1 to 5 grammes, Bs.0.75, with Bs.1.80 per 5 grammes in excess plus ordinary postage for the exterior.

Telegrams :—10 words, 1 bolívar; 20 words, 1·50 bolívars. Double on Sundays, holidays, and at night (7 p.m. to 6 a.m.). There are 10,621 kilometres of telegraph lines.

The powerful new radio station at Maracay puts Venezuela in direct **radio-telephonic** communication with Rio de Janeiro, Buenos Aires, Mexico City, Havana, New York, Canada, and *via* Berlin with nearly all European capitals. There is a direct wireless telegraph service to Great Britain. The Venezuelan service is operated by the National Telephone Company of Venezuela and covers most of the northern seaboard.

There are **wireless** stations at Caracas, La Guaira, San Cristóbal, Porlamar, Maracay, Puerto Cabello, and Maracaibo. There is a **Cable** service between Maracaibo and the United States, *via* Santo Domingo and *via* Barranquilla (Colombia). **Broadcasting,** maintained chiefly by advertising revenue, is now well established.

VENEZUELAN LEGATION AND CONSULATES IN GREAT BRITAIN.

RESIDENCE.	DESIGNATION.	NAME.
London .. .. .. (50 Pall Mall, S.W.1.)	Envoy Extraordinary and Minister Plenipotentiary.	Dr. Diógenes Escalante.
	Counsellor	Dr. Oscar Aguilar.
	Commercial Attaché ..	Rafael J. Cayama.
	Civil Attaché	Jose Tomas Falcon.
London	Hon. Vice-Consul	C. Gurtubay.
Birmingham	Hon. Consul	John E. Newell.
Cardiff	Hon. Consul	David R. Ellis.
Glasgow	Hon. Consul	E. Radonicich.
Hull	Hon. Consul	Sir Erik Ohlson.
Leith	Hon. Consul	W. B. Melrose.
Liverpool	Consul-General	A. Parra-Márquez.
Southampton	Vice-Consul	G. W. Sandell.
Irish Free State	Consul-General	Dr. Luis Marquez.

BRITISH LEGATION AND CONSULATES IN VENEZUELA.

The letter (L) denotes that the Consular Officer has authority to register *lex loci* marriages. Members of the Diplomatic Service do not require Warrants.

RESIDENCE.	RANK.	NAME.
Caracas	Envoy Extraordinary and Minister Plenipotentiary.	E. A. Keeling.
	Archivist	R. J. Kirwin.
	(L)Consul(Chargé d'Affaires)	H. E. Beard.
Bolívar	Vice-Consul	A. C. Robertson.
Carupano	Vice-Consul	V. Blasini.
La Guaira	Vice-Consul	M. Brewer.
Maracaibo	Consul	A. B. Hutcheon, M.B.E.
Puerto Cabello	Vice-Consul	H. F. Worth.
San Fernando de Apure ..	Vice-Consul	J. A. Eaton Kent
Aruba (W. Indies)	Vice-Consul	Capt. R. Rodger.
Willemstad (Curaçao) ..	Vice-Consul	B. Maduro.

Information for Passengers.

Travellers must be in possession of a certificate of physical and mental health, and a vaccination certificate not older than seven years duly *visé* by a Venezuelan Consular Agent or Legation. The passport must be visaed at the last port of embarkation for Venezuela. Every foreigner arriving in Venezuela must deposit with a duly appointed official the sum of 1,000 Bolívares, which is returned to him on leaving the country within one year, or on proof of permanent domicile in the country.

Guidance for Commercial Travellers.

Samples of no commercial value, such as small pieces of fabric not exceeding 50 centimetres in length, are admitted free of duty to an amount of 25 kilos. Samples in excess of this weight are dutiable. Samples of commercial value are admitted free of duty, subject to a bond to guarantee their re-exportation within one year. There is no provision for the refund of duties which have actually been paid. The only penalty for the failure to re-export the samples or parts thereof, is the collection of duties on the samples retained in the country.

In forwarding samples from one part to another in Venezuela they should always be sent by a national boat, thereby avoiding any difficulties with the Customs. When the time comes for the re-export of the samples care should be taken to see that the list of same agrees exactly with the original list handed to the customs authorities on arrival, as otherwise the bond will not be cancelled.

In La Guaira samples brought as luggage can always be cleared in a few hours after arrival, and it is believed that this also holds good in other ports of the Republic.

There are National Chambers of Commerce at Caracas, Maracaibo, Puerto Cabello, Barquisimeto, Cumaná, Ciudad Bolívar, and San Cristóbal.

A VENEZUELAN CALENDAR.

1498. Columbus sights the Venezuelan coast just south of the Windward Islands.
1499. Alonso de Ojeda lands on the Peninsula of Paria.
1520. Cumaná founded.
1529. The city of Maracaibo founded.
1551. City of Barquisimeto founded.
1595. Sir Walter Raleigh sails up the Orinoco River in search of El Dorado.
1617. City of Barcelona founded.
1618. Sir Walter Raleigh again explores Venezuela.
1696. A priests' school established in Caracas.
1764. City of Angostura (now Ciudad Bolívar) founded.
1796. Republican outbreak.
1806. Francisco Miranda leads the patriot expedition from New York to Venezuela.
1811. Independence proclaimed.
1812. Miranda is sent to prison in Spain. Caracas destroyed by earthquake.
1813. Bolívar takes up Army.
1819. Country becomes part of Greater Colombia.
1821. Patriot victory of Carabobo under the leadership of Simon Bolívar.
1830. Venezuela secedes from Greater Colombia.
1841. The introduction of "Schomburg Line" to define the boundaries of Guiana and Venezuela.
1845. Independence recognized by Spain.
1858. New constitution promulgated.
1892–4. Civil War.
1897. Diplomatic relations with Great Britain resumed. Anglo-United States-Venezuelan boundary treaty. Abortive revolutionary outbreak.
1899. Conclusion of boundary arbitration between Venezuela and Britain.
1899–1903. Rebellion.
1902. Great Britain and Germany present ultimatum. Blockade of ports.
1903. British and German claims referred to The Hague. Blockade of ports raised.
1925. Air service inaugurated at Maracaibo.
1930. External debt cancelled—Bolívar Centenary.

SPORT IN SOUTH AMERICA

SHOOTING ON THE PAMPAS.

The so-called partridge of the Pampas is a species of francolin (*Nothura maculosa*) existing in very large numbers. When disturbed the birds run, uttering a shrill piping note, and allow the gun to come within easy range before taking flight, which is seldom of more than three or four hundred yards. After being flushed for the second time they refuse to rise again, hiding in the long grass until pushed out or even seized by a dog. A common device of the natives is to ride them down and catch them with a noose at the end of a pole. A party of five guns without dogs has been known to kill over a hundred brace in a morning.

Another bird, larger, more succulent, and even more stupid, is the martinetta (*Rhynchotus rufescus*), generally called a partridge in the Chaco and other parts of Argentina; a big lumbering bird about the size, and something of the shape, of a hen pheasant.

There is good snipe shooting throughout the winter in the "camp," wherever low-banked *canadas* make marsh lands in the little valleys. When flushed, the birds circle round and about their feeding-grounds, making their curious drumming sound as they come up against the wind. A number of snipe breed in the country, and two or three species of duck are permanent residents.

Wild-fowl shooting is good throughout the winter wherever there is marshy ground with reed-beds, and very pleasant sport it is in the bright sunshine of a June day with the air crisp and nipping after a morning frost, and the south wind blowing. Teal and spoonbill are commonest, and the mallard is fairly plentiful.

The birds of prey are formidable, and include eagles and harriers, kites and owls, carrion-feeding carancho (*Polyborus thraus*) and cuervos (*Cathartes aura*). One of the carancho's favourite devices is to pick the eyes out of sick or wounded sheep. The reputation of the cuervo is as evil as his vulture-like appearance. There are neither crows nor rooks.

A bird of very brilliant plumage is the bien-te-veo—one of the noisiest members of the *Tyrannidæ* family—and his incessant call, like that of the teru-teru, becomes associated in mind with the daily life of the "camp." Wood-pigeons murmur at dawn in the eucalyptus trees. *Paloma grande*, the biggest species of pigeon, affords good flight shooting towards sunset, when the birds make for their roosting places along the river. A smaller species occurs in vast numbers wherever cultivation provides them with food. When the thistle seed ripens they descend upon it in great flocks. There are two humming-birds, great green woodpeckers, and bands of green parrots.

Guanaco Hunting:—At points in the Cordillera of the Andes chase is given to the guanaco, and for this sport Puente del Inca, upon the Transandine Railway from Buenos Aires, makes a good starting point. Mules are used for mounts, and for dogs a cross

borzoi is recommended. Zest is lent to the sport by the intoxicating qualities of the air at such altitudes as 8,000 to 13,000 feet, and by the wild scenery.

Guanaco graze in herds, often of 60 to 70 in number, and they are to be killed with the rifle at ranges of 100 or 200 yards, or by riding them down with the " boladeros " and lasso. Skill is required to wrap the " boladeros " round the neck and forelegs of the animal. They are three-tailed weighted thongs, knotted in the centre, and are loosed upon the prey after being whirled above the head sufficiently to acquire momentum. The lasso is used to bring down the guanaco if the attempt with the " boladeros " is only partially successful. It involves gross cruelty to allow the animal to escape with the thongs and weight wrapped round him.

The meat of the guanaco is palatable, and is eaten upon these expeditions in company with Cordillera bread, made with currants, raisins, and suet. Mr. R. Davies, in an account of guanaco hunting in the Uspallata country, recommends the taking of two sound and well-shod mules per man, apart from baggage animals, and a couple of Chilean peones. Mendoza native saddles, made with sheepskins and blankets, are prescribed. Thick woollen underclothes, a thick poncho, and sleeping helmet are needed. Soft-nosed bullets and .303 and .44 rifles should be taken. High winds are to be expected.

The guanaco come down to the valleys in the daytime, returning to the heights at night to sleep. One can get a better shot at them from above, as they seem to look downwards more than upwards. Their sight is keen, and they often see you before you spot them.

Shooting in British Guiana :—The waters of British Guiana offer good sport with the gun. There are two small varieties of alligator on the coast, and the large alligator, or cayman, infests the upper reaches of the Essequebo. Duck, plover, pigeon, snipe, and spurwing are found on the coast. The largest birds are the jabiru and the harpy ; the most plentiful are the gaily plumed birds of the interior.

The following are protected only during the close season (from April 1 to September) : The bittern, curlew, douraquara, dove (not being ground dove), ibis, hannaqua, naroudi, maam, negro cop or jabiru, plover, parrot, powis, pigeon, quail, spurwing, and trumpet-bird ; the curri-curri from January 1 to July 1. Anyone killing or wounding these birds during the close season is liable to the penalty of £5 per bird.

The sportsman has a choice between the rivers and the dense forests. By day he has little choice of marking quarry in the forest, but at night many animals come out to seek food and drink, and at sunrise make their way back to their lairs. The largest animals are the tapir and the manatee : the first amphibious, and the latter aquatic. Other game animals are peccaries, deer, and various cavies. Baboons and monkeys are plentiful, and tigers varying in size from the cat to the jaguar are fairly common.

Sporting Guns :—" For use in Southern Argentina, Chile, and the River Plate country in general, 12- and 16-bore calibres are favourites," write Messrs. W. W. Greener, Ltd., the well-known Birmingham gun makers, out of the fruits of long experience.

The usual light-weight 16-bore, made with swivels for carrying by a sling in the continental manner, is in popular use, and ammunition of this size is easily procurable. Twelve-bores are used for pigeon shooting by the better-class sportsmen.

In the Brazils a different type of gun is popular, hammerless and with hammers—the latter preferred. Small calibres such as 24-, 28-, and 32-bore are sought, and this because of the climate which makes a light gun a necessity, and because of the relative scarcity of big game. The 28- and 32-bores are the more general sizes. Hammerless and ejector guns are occasionally demanded by the better-class buyers. These small guns have to be properly proportioned to be satisfactory, and the cheapest ones are not recommended. A hammer-gun costing from £15 to £25 is the cheapest that should be taken.

In the zone north of the Amazons the weapons more generally used are of the European sporting sizes such as 12- and 16-bore. The natives employ muzzle-loaders of small calibre, and these weapons have almost superseded the blowpipe except against the very smallest of birds.

Rifles are little used except by people going upon expeditions into the interior, and then a good shotgun with ball cartridges suitably loaded is regarded as more to the purpose.

Angling in Argentina :—The Dorado Club, Buenos Aires (Mr. E. F. Bideleux, Chacabuco 488, hon. secy.), exists for anglers, and issues periodically a little "Fishing Guide." In the eighth number the Editor writes :—

"In Argentina we have a splendid climate. Farther north, where the dorado fishing *par excellence* is to be had, the summer weather is pretty hot, and one needs to be physically fit to enjoy it. Under such conditions the sport is magnificent, and the fight of a dorado is not to be excelled by any game fish of equal weight. The dorado is caught by spinning with a spoon either from the bank or boat, or frequently, wading, and the latter is not for the timid or weakling. A live or dead natural bait is often successful, and my experience is that it need not always spin, though I always used a good swivel to prevent tangling up.

"In the riachos of the delta, in the Tigre district, occasional dorados are caught with the rod, but the days of failure preponderate. The dorado likes rapid and fairly clear water, and a rocky or sandy bottom, and these conditions are rare in the delta. Bogas give fine sport and frequently leap from the water when hooked, trying in every way to humbug the unwary angler. They are most sporting fishes. Many of us prefer a good day with bogas to the uncertainty of getting a medium-sized dorado, for those caught down here with a rod do not run big. Of course, to get the best sport with a boga, one should use a trout-rod and fine tackle.

"Rainbow and brook trout were introduced into certain rivers in the south of this country and also in some of the rivers of Tucumán. In the former they have done splendidly both in rivers and lakes. Unfortunately, all the places where trout have been introduced are far from Buenos Aires."

The species of principal interest to the angler are thus stated by Mr. Bideleux somewhat in the order of their importance :

Dorado—*Salminus maxillosus* (or *brevidens*).
Salmón—*Brycon orbignyanus*.
Pacú—Sub-family *Mylinæ*.
Piranha Pirai or Palometa—Sub-family *Serrasalmonidæ*.
Boga—*Anostomatinæ* or *Leporinus obtusidens*.
Dentudo and Mojarra (*Tetragonopterus argenteus*)—Sub-family *Characinæ*.
Catfish or Bagres—Numerous varieties.
Trucha Criolla—*Precicthys trucha* (in Southern waters only).

In the north, in the swift, clear, and warm waters of the Alto Paraná, dorado fishing is at its best, and other large fish can be taken on stout equipment. The " salmón," very much of salmon shape, but with much larger scales, although less active than the dorado, is a strong fighter. The tararira, in its strong teeth and behaviour, resembles the pike. The pacú, a deep-bodied fish taken upon vegetable baits as well as on decomposing meat or fish, is able to break even stout wire with its blunt, strong teeth. The manguruyú and surubí, sorts of catfish, are known to attain such weights as 200 lb. Rayas, or ray fish, are also present in these waters. The piranha, which is so much a pest to bathers in Brazilian rivers, is scarce. Perhaps the commonest small fish is the mojarra, valued for bait as well as for the table.

Southern Chilean Waters :—A Chilean law of 1925 makes licences obligatory for waters stocked by the Government. The licence fee for any one Department is 20 chilenos. For $50 licences can be had which confer the right to fish in all Chilean waters. The Servicio de Pesca Maritima y Fluvial, Casilla 4742, Santiago, is the licensing authority. Property owners are bound to give free access to the water's edge. Dynamiting, poisoning, and the like are prohibited in trout and salmon rivers, but complaints of malpractices are rife.

The swift Cautín and Malleco Rivers give the best trout fishing. The Quepe has long stretches of slow water, and the Toltén, in its lower reaches, tends to be turbid. Imported rainbow and brown trout have flourished in Southern Chilean waters, somewhat at the expense of the native trout or " peladillo," a species formerly abundant in the Pelal River, south of Temuco.

Tarpon at Panamá :—The game qualities and large size of the tarpon encountered in the Gulf of Mexico and adjacent waters have long been famous. Opportunity of shore fishing for the species is afforded in Panamá at the Gatun spillway upon the Chagres River, where a club-house has been provided. Tarpon are attracted to the spot by the large amount of fish food occurring as a consequence of the damming of the river and the creation of a great freshwater lake. Live bait is principally used, although the fish are to be taken also upon dark-coloured fly. Spoon baits are of use in the lower river. Steel or other strong rods are employed, with strong lines. Tackle and shoes can be borrowed by members of the Panamá Canal Tarpon Club. The difficulty is not to hook the Silver King tarpon, which are seen leaping in the torrent in abundance, but to land them, a difficulty aggravated by the fact that the fish weigh up to 100 lb. Snook, jack, bass, and red snappers of considerable size are to be caught at the spillway, where capital sport is to be enjoyed.

Anglers' Outfits :—The type of rod most useful in trout and general river fishing is such as would be used for fly and for spinning in English waters. Messrs. Hardy Bros., the well-known fishing-rod makers, recommend fly rods 10 ft. or 10 ft. 6 in. in length and in three joints, for convenience in travelling.

The reel should be of contracted form to carry as much line as possible, and give a quick recovery when winding-in the line : the more so, because one hardly knows exactly what fish may be hooked in some of the waters.

The usual patterns of flies are satisfactory, but an assortment of gaudily-dressed flies, with silver bodies and bright-coloured feathers, should be taken.

In spinning for trout, a rod 8 ft. or 8 ft. 6 in. in length is preferable. The " Victor " casting type, fitted with a " Silex " casting reel and a suitable line, is good. Artificial baits are generally the most successful, but if natural baits are used, then spinners of the " Crocodile " pattern are necessary.

A valuable chapter upon tackle and outfit for dorado fishing in tropical waters is contained in " The Golden River," by J. W. Hills and Ianthe Dunbar (Philip Allan, 10s. 6d.). A strong rod of about 10½ ft. is recommended ; a short rod having advantages in travelling. Cuttyhunk is recommended in place of dressed line under tropical conditions. Steel piano wire and a number of swivels should be carried for making strong traces ; copper spoons, 2¾ in. long, proved the most effective baits, and were weighted with half-ounce bullets.

Good flax line, in place of any kind of silk line, has its advocates for tropical service.

THE BULL-FIGHT IN PERU.

In Lima the temporado de tores (season for bull-fighting) is during the hottest weather, from Christmas to Easter. There are bull-fights almost all the year round, but it is during the summer that famous bull-fighters from Spain are engaged, often at salaries as high as those of the stars of the music-hall or cinema.

Peru is not noted for its punctuality, but a bull-fight begins promptly at the hour named. The bugle sounds, the big doors on the right are thrown open, and the cuadrilla of bull-fighters, in their gaily-coloured, bejewelled costumes, advance down the centre of the arena in line, the capa in their hands, accompanied by the picadores carrying long wooden lances with steel points, and mounted on blindfolded hacks. Applause breaks out as they enter, and then falls a hush of expectancy as they take up their positions round the ring near the little wooden shelters behind which they can retreat if necessary from the bull's onslaught.

Again the bugle blows and a large iron door on the left is thrown open. Immediately a black-and-white bull dashes into the ring, stops and gazes about in uncertainty for a moment till the flick of a cape in the hands of a bull-fighter catches its eye. Head down it makes a dash for the man, who deftly eludes its charge, and as another bull-fighter catches the bull's eye by waving his cloak the performance is repeated. In this way the bull is kept running round the ring two or three times to exhaust its breath. Then one

of the toreros draws the bull by flicking his cape, finally twisting it round the bull's head. When the infuriated beast is so bewildered that it hesitates, the man, with a last flick of his cape, turns his back on it, and walks with exaggerated carelessness back to the sides of the ring amidst a prolonged tribute from the audience.

A picador, his lance outstretched before him, legs and body protected by leather, and mounted on an old broken-down cab-horse bandaged over the left eye, is pushed by certain attendants, told off for the purpose, in the direction of the bull, always carefully keeping the horse's blinded eye on the side facing the animal. The bull paws the ground in doubt: and, lowering its head and exposing its neck to the thrust of the lance, it hurtles full against the blind flank of the unfortunate horse, goring it with its horns and lifting it and the rider into the air, to receive the help of attendants, while the bull's attention is drawn elsewhere by the waving of capes.

The sound of the bugle announces the commencement of another suerte, the banderillas. The bull-fighter holds above his head a pair of steel-tipped wooden darts covered with coloured crinkled paper. The remainder of the men run to the side of the ring, and the main performer, standing well out in the open, brandishes his darts, shouts, and stamps his feet. The bull lowers its head, sets it cumbrous body in motion, and the bull-fighter runs lightly forward to meet it. Both gather speed, the distance between them shortening, until it appears that the man is about to impale himself on the horns of the charging animal. At the psychological moment he steps swiftly aside, and, leaning forward, deftly lodges the pair of gaudy banderillas in the bull's neck as the latter charges past unable to check its pace or alter its course. The trick is very neat and effective. It is repeated two or three times until the bull has a sheaf of darts hanging from its neck on either side, irritating it with every movement, while the blood flows down its flank.

Again the bugle sounds, and now comes the serious business with the muleta. This consists of a red cloth stretched over a wooden stick, and with this the bull-fighter, sword in hand, plays the now tired bull to and fro, and making passes to the right and left and occasionally kneeling on one knee while the bull charges past, or even turning his back on it completely. This suerte is the test of the finest qualities of the bull-fighter, and each movement has its technical name. According to his skill in this act, the bull-fighter makes or mars his reputation, and it is at this stage that most of the serious accidents occur.

Finally, when the man has dominated the animal and has proved his valour and dexterity, the bugle blows the signal for the *coup-de-grâce*—the kill. Holding the muleta in the left hand but in front of the bull, with the right hand he aims the sword at a fixed spot on the top of the bull's neck. As the animal charges the red cloth, the man leans swiftly forward and thrusts his sword to the hilt in the animal's body, leaping back lightly to one side from the on-coming horns. The beast hesitates, stumbles, gasps, and blood pours from its mouth and nostrils. Its legs weaken, and it falls heavily to the ground. Round upon round of applause,

shouts, yells, shrill whistles and a shower of straw hats follow the successful torero as he walks round the ring acknowledging with a nod, a wave of the hand, a smile, the ovations that greet him.

SPORTS AND GAMES IN ARGENTINA.

Golf has been played since the early nineties.

What is regarded as the finest course in the Republic is at Mar del Plata, the seaside resort, distant seven hours by Southern Railway from the capital. Many others are near at hand, and the Argentine Club (Palermo) is only ten minutes by motor-car from the centre of Buenos Aires. Others which offer good opportunities of practice and pleasure are the San Andrés (25 minutes on the Central Argentine Railway), San Isidro (30 minutes by Central Railway), Hurlingham (45 minutes by Pacific Railway), Saenz Peña (30 minutes by Pacific Railway), Links (35 minutes by Southern Railway), and Itzuaingo (40 minutes by Western Railway).

Polo has been played certainly for 50 years. The Asociación Argentina de Polo was formed in 1922 in succession to the River Plate Polo Association (1892-1920) and the Federación Argentina de Polo (1921). The following clubs are affiliated : Carlos Casares, Chapadmalal, El Colorado, El Palomar, Hurlingham, La Laguna, La Rinconada, La María, Lincoln, Las Rosas, Los Algarrabos, Los Indios, Media Luna, Rio Cuarto, Rosario, Santa Inés, Sundowners, Venado Tuerto, Washington.

Rugby Football :—The laws of the Rugby Union were adopted by the Buenos Aires Football Club in 1874 and this club was reconstituted in 1886. The Rugby game has been played some 40 years at the Rosario Athletic Club (founded 1882). The River Plate Rugby Football Championship was founded 1899. A series of matches, first of British *v.* Argentinos, next of Extranjeros *v.* Argentinos, was played 1905-1915 and renewed in 1920.

Association Football as a school game dates from 1884. League football has been played since 1893 and the game is the most popular in the country. A new ruling authority, the Asociación Amateurs Argentina de Football, was constituted in November 1926, and 127 clubs and all the Provincial leagues are affiliated to it. The British Saturday Football League was founded 1921, and British professional teams have visited the country at intervals since 1904.

Lawn Tennis has been played since the eighties. The Buenos Aires Lawn Tennis Club was founded 1892, and since the year following the amateur championships have been played under its auspices.

Cricket :—The controlling authority, the Argentine Cricket Association, organizes matches ; notably of North *v.* South. Meetings have been arranged occasionally with Brazilian and Argentine teams.

Hockey has been played since 1905, and the Argentine Hockey Association has existed since 1908. The affiliated clubs include : Buenos Aires, San Isidro, Pacific Railway, Great Southern Railway, and Quilmes.

PRODUCTS OF SOUTH AMERICA

BEEF AND MUTTON.

The cattle and sheep-raising industries of the southern half of the continent form the basis of the great export trade in refrigerated meat. The principal resources are estimated currently as follows :

	Cattle.	Sheep.
Argentina	32,211,855	44,413,221
Patagonia	—	4,500,000
Uruguay	7,128,000	20,558,000
Brazil	40,000,000	7,933,437

The livestock resources of the northern half of South America are for a variety of reasons of less interest as potential supplies of beef and mutton for consumption overseas, important as they are from other points of view. Colombia and Venezuela possess cattle in large numbers, and there are an estimated 12 million head of sheep in Peru.

More than half the meat sold in the Smithfield Market is of South American origin, and so is approximately one-third of all the butchers' meat consumed in Great Britain and Ireland. Approximately 80 per cent. of the world's export beef comes from the cattle ranges of South America.

The extent of the supplies and the perfection of the organization of the meat trade allow of continuous operation, with consequent economy. Thus, nine meat refrigerating works in Argentina have a capacity of treating probably 10,000 head of cattle and 25,000 sheep daily. Four similar works in Uruguay are able to deal with 4,000 head of cattle daily, and five others in Brazil with 6,000 head of cattle.

The frigorificos of the River Plate have an enormous advantage in being situated within " chilling " distance of the European market. Their beef can be shipped in steamers fitted with apparatus for maintaining a steady temperature of 28°F. The beef consequently arrives in a condition hardly distinguishable from the home-killed article and commands a materially higher price than frozen beef, which is carried in chambers cooled to 17°F. The economy of the whole process is notable, for the frigorificos are operated upon a profit margin of roughly ½d. per lb. on the gross weight, and chilled meat is carried by the steamship companies from the River Plate to London at something less than twice the cost of sending beef by rail from London to Glasgow.

The cattle providing the best chilled beef are steers of about 2¾ years. The supplies of cattle are classified as chillers, freezers,

continentals (lean animals for freezing and sale to Europe), and canners, used for canned and sun-dried meat. The slaughter and dressing of the carcasses is done upon the most approved system by a minute subdivision of labour.

Mutton and pork are exported in a hard-frozen condition, and River Plate mutton and lamb do not occupy so commanding a position in the market as does beef from the same source, although in quantity the imports into the British market rival New Zealand.

Dry jerked beef, Tasajo, Charqui or Xarque, as it is variously known, preceded canned meat in districts where the supply of fresh animal food was difficult and is still an important article of export from Argentina to Cuba. Preserved in this form the meat retains its nutritive qualities for long periods under varied climatic conditions. Black, dry and hard, carne tasajo—as it is called in Argentina—is prepared by cutting beef from the bone and stacking it in layers with salt. The beef is re-piled daily until the desired degree of curing is attained. The work is done at centres known as saladeros or xarqueadas, where inferior cattle are slaughtered. The flesh is dried, the fat is rendered to make margarine or tallow, the tongues are preserved, and meat extract, gelatine and fertilizers are recovered. The business is distinct from that of refrigeration and can be carried on in remote districts.

WOOL.

Approximately one-sixth part of the wool clip of the entire world is of South American origin, and about one-eighth of the world total is derived from Argentina.

The commercial importance of the South American clip is greater than a statistical comparison would suggest. The world total includes wools chiefly consumed in the country of origin and hence of little more than local importance. A relatively small part of the South American clip is self-consumed. The main supplies have the special interest attaching to a vast production of wool of uniform qualities, packed and graded to meet industrial needs. Crossbred (mestiza) wools, produced from animals economical also from the butchering point of view, constitute the main supply. Generally longer and stronger than the short, fine, crimped wools borne by the pure merino sheep, they are of special importance to manufacturers of knitted underwear and wool clothing of medium quality. The properties of Punta Arenas wools (Magellan Chile) are unique in the world. Rambouillet merino sheep mated with long- or short-woolled English breeds provide the supply of crossbred.

Alpaca hair, resembling wool in its nature and uses and borne by a species of llama, is distinctively of Peruvian origin. A proportion of wool is obtained also from the llamas used as beasts of burden in the high plateaux. Vicuña wool, oftener heard of than seen, of which merely a few hundred pounds per annum are available, commands the highest prices paid for fleeces, and the export is technically prohibited. The hair is of matchless fineness and is often utilized in the form of a cured skin as a highly prized domestic rug.

HIDES AND SKINS.

South America supplies, according to recent estimates, more than one-fifth of the cattle hides employed by the tanneries of the world.

The frigorificos of the southern part of the continent are the sources of the most desirable ox hides and sheepskins, for the double reason that the animals received at these works are of superior type, and that the preparation and care of the pelt receive due attention. Frigorifico wet-salted ox hides command about one penny more per lb. than cow hides and higher prices than those proceeding from the municipal slaughterhouses, and these again realize more than "campos" or hides from estancia-killed beasts. Hides are not all exported in wet condition, and dry hides form a considerable proportion, notably of the exports from Uruguay; but from Argentina the ratio is about seven tons of wet-salted hides to one ton of dried. The quantity available for export fluctuates with the killings and is affected by the off-take of local tanneries.

The River Plate and South Brazil are the principal sources of frigorifico hides. Production in Argentina during 1932 was 132,300 tons. In Uruguay the supply was 23,000 tons in 1932. Some 6,820 tons, chiefly of wet-salted hides, are shipped annually from Chile and appreciable quantities from Venezuela.

Sheep skins, chiefly in the woolled state, are in large supply from the frigorificos of the River Plate and Patagonia. Lambskins are largely dried before export from Montevideo.

COFFEE.

The consumption of coffee throughout the world, excepting the countries of origin, is calculated currently for market purposes at 25,410,000 bags (= 60 kilos or 132¼ lb.). The Brazilian (or main) production is regulated with this probable off-take and the size of stocks in view and could be materially increased in case of need.

The extent to which the world requirements have been met from South American, Central American and Mexican sources can be seen from the following tables of export :—

Exports, 1932.	Bags.
Brazil	11,935,000
Central American Countries	2,000,000
Colombia	3,139,504
Venezuela	915,644
Mexico	700,000
Ecuador	50,846

Introduced some 200 years ago into the West Indies and about a century later in Central America, coffee growing has found its largest extension in Brazil. In Central America the general name for the plantations is fincas, in Brazil fazendas, and in Peru and Ecuador cafetales. The mild coffees of Central America and Mexico are especially to English taste, whereas the much larger Brazilian production goes predominantly to the United States and to European markets.

The tree is grown in Central America principally upon the Pacific slopes and foothills, in Vera Cruz State in Mexico, and in Southern

Brazil upon the eastern plateau. The pure white and fragrant flowers last only a few days and are succeeded in due course by fleshy berries, of much the same size and appearance as red cherries. The fruit encloses two seeds, the coffee beans, within a covering of yellowish pulp. The two beans are protected by a membraneous covering of "parchment" and individually by a thinner "silver skin." Of the two methods of preparing the berry the second named is the more used. By the so-called dry method the crop is left as long as practicable on the trees and put to dry thereafter on a floor, when the skin can be readily removed by machinery. Under the alternative wet method practised generally in Brazil the fruits are set to soak in a stone or concrete tank. The mature berries sink and are drawn off and rasped in a pulping machine. Further washing, trampling or stirring removes the pulp, and the beans in their parchment covering remain in a fully cleaned state, to be dried on trays in the sun. Husking is necessary preparatory to roasting and the parchment coverings are removed by rolling and winnowing. Grading of the beans according to size is performed in cylindrical sieves and the removal of damaged beans and foreign matter is effected by hand.

The best Brazilian coffee is grown in the specially suitable earth called "Terra Roxa." Near to this soil is found the second best, called "Massape." The former is practically confined to the São Paulo district, which is the premier coffee-growing State. The "terra roxa" is a dark red earth; "massape" is sometimes dark red but generally yellow and often black. The chief plantations are on plateaux about 1,800 ft. above sea-level; they rise even to 4,000 ft. The culture is associated with that of food crops for the sustenance of the labourers upon the estates. Maize, beans and cassava are grown between the rows of coffee trees.

Shade trees are necessary to seedlings and young plants as a protection against sun and wind upon estates at the lower elevations in the tropical parts of South and Central America. Estate labour is performed in some Central American countries chiefly by native Indian labour with little mechanical aid, and the plantations are very unequal in size and equipment. In Brazil planters employ large numbers of labourers from Southern Europe.

The character of the soil, apart from the seed, has its influence in determining the properties of the coffee grown. Mild coffees are grown in the volcanic ash of Costa Rica. Colombian coffee of heavier body and delicate flavour is employed largely for blending with beans from other sources.

The seasons vary, and whereas in Mexico coffee is harvested from October to February, the Brazilian harvest begins normally in June. In Central America two or three pickings are required owing to the unequal maturity of the crop; in São Paulo State the berries ripen at one time and the whole produce of the bush can be harvested at a single operation.

SUGAR.

The relative importance of the supplies can be instanced from the estimates of the 1932-33 crop showing a world total of some

24,313,000 long tons of sugar. World consumption is estimated at 26,580,000 long tons. Approximately 6 millions come from the following sources :—

	Tons.		Tons.
Cuba	2,000,000	Central America ..	120,000
W.I. Islands	803,000	South America	1,889,685
Mexico	211,000	(chiefly Brazil, Argentina, and Peru).	
Puerto Rico	820,000		

The crop is subject to considerable fluctuation, and Cuban production, always the largest single source of cane sugar, has been higher than the total shown above.

Cane sugar possesses advantages over beet sugar, in that it is easier of culture and richer in sugar; also it grows in tropical countries where labour is at its cheapest. The stems of the plant are crushed between rollers. Cane sugar is usually exported in an unrefined condition. It is called "raw sugar," and is further treated and refined, more syrup flowing away from it in the process. Until recently the cane-growers relied solely upon the greater richness of their raw material to enable them to compete with the producers of beet sugar. An economy has been effected by a change of system in some cane-growing districts. Instead of each planter extracting the sugar from his own cane, different estates are connected with a single sugar factory, the juice from the canes being pumped through pipes leading to reservoirs belonging to the factory. This is known as the *usine*, or central system. Even this method does not result in the greatest economy unless the separate estates are large enough for equipment with the best crushing machinery.

Sugar refining is carried on rather in the countries of consumption than of production. The operation of converting raw into white sugar calls for abundance of good water and cheap fuel. Skilled labour is necessary, as are facilities for the repair and renewal of machinery. In the interests of economy work should be carried on day and night throughout the year, whereas a raw sugar factory converts its crop into sugar in approximately six months' working.

CACAO.

The world production of cacao is estimated currently at 564,645 tons. World consumption is 546,374 tons. The larger proportion is of African origin, but South America and the West Indies contribute approximately one-third of the whole.

A trade estimate is given of the production for 1932 :—

	Tons.
Brazil	97,513
Dominican Republic	16,366
Trinidad	18,970
Ecuador	15,668
Venezuela	16,500

To this may be added, in order to complete the estimate in respect of the Caribbean area, approximately 8,000 tons from the British West Indies. In addition may be mentioned the Costa Rican crop of 5,000 tons, and the Panamá crop of 3,000 tons.

Varieties of Cacao :—The cacaos of Venezuela and Ecuador are the finest in the world; the best samples are not exported to Europe, but retained for home consumption. The kind known as

Soconusco was at one time used entirely by grandees of the Spanish Court, and it sells for extremely high prices.

Venezuela also produces the famed Caracas cocoa, well known as one of the most delicate brands and employed in the manufacture of the finest qualities of chocolate used in Europe. This kind is exported in great quantities. The shells are marked by a reddish-brown earthy crust.

Esmeraldas is the name most famous amongst the Ecuadorean varieties. The Guayaquil variety has an individuality of its own, both in shape and aroma, and is easily distinguished from that of other districts. Because the finer beans contain a large percentage of " theobroma " they are much valued.

Colombia, from the earliest times, produced large quantities, and the material has become a source of great wealth to the country. Maracaibo—as it is known—is of a reddish-brown colour and extremely rich in fat, and probably for this reason the beans are seldom met with in Europe. It is customary to blend this cocoa with other less strongly-flavoured varieties.

British, Dutch, and French Guianas grow cacao, but the sorts partake so much of the nature of the Colombian (Maracaibo) sort that they need only brief mention. Berbice and Essequebo are the two standard species—the former being a rather larger bean than the latter ; both are so fat that they are used to mix with other kinds. Beans from Dutch Guiana are occasionally met in the open market ; Holland is the principal consumer.

Brazilian cacaos have assumed a new importance. Recent experiments in the artificial drying of Bahia sorts have resulted in a great improvement in the quality. The artificially-dried kind, called " Estufa," commands a good market, and Bahia cacao is yearly advancing as to quantity and quality.

The relative market values of the several kinds are indicated in some sort by the regulations of the New York Cocoa Exchange. Bahia (Brazilian) cocoa is a standard ; Guayaquil, Venezuelan and Maracaibo is graded $\frac{1}{4}$ cent per lb. higher than the standard ; Costa Rican fermented, Panamá fermented, Pará and Suriname at $\frac{1}{8}$ cent per lb. below the standard ; and Costa Rican ordinary, Panamá ordinary, Suriname ordinary and Pará (down river) at $\frac{1}{2}$ cent per lb. below.

TOBACCO.

The use of tobacco in South America antedates the discovery of the continent, and the plant is cultivable to good purpose in situations ranging from the Colombian plateau to subtropical Argentina. The production is largely for home consumption, and exact records of its extent are not available. Liability to night frosts governs the selection of suitable estates, and the crop calls for an attention which is best given by smallholders, to whom the quickness of the returns is one attraction. The general level of quality, with exceptions, is not high, but improvements are being introduced in many directions. Fine grades are produced in parts of Colombia. Tobacco is grown on a certain scale in Peru and Chile, but the most considerable sources are Brazil, Cuba, Argentina, Paraguay, Mexico, and Venezuela.

YERBA MATÉ.

Yerba Maté (or simply *Maté*) in its infused state is to a great part of South America what tea is to England. The tree belongs to the ilex family. In form and foliage it resembles an orange tree, though larger, and the leaves softer. The flowers are small and white with a calyx of five petals; the seeds resemble "American pepper," except that three or four small, whitish, oblong kernels are visible through the skin. The seed is covered with a gluten which prevents germination.

After five or six years' growth the shrub *Ilex paraguayensis* may be pruned every second year. The cut branches and leaves are dried in a preliminary way over open fires and are then placed over a dome improvised from saplings and heated by flues from surrounding fires. After about 24 hours the yerba is ready for a rough crushing in which tree roots play the part of flails. The leaves are then bagged and delivered to the estancia for re-crushing and re-packing.

Protection is required for the plant during its early life, and is afforded by shields of wire and sacking. Locusts and other insect pests avoid the crop. The total cost of a plantation of 100,000 trees on a plot of 100 hectares in Northern Argentina for the four years previous to the first harvest has been given as 60,000 pesos. Over a large part of Southern Brazil the plant flourishes wild.

The name "Maté" is that of the cup from which the infusion is imbibed, and this is ordinarily a narrow-mouthed gourd, often mounted with metal. The drink is taken through a tube, the "bombilla," made either of cane or metal and furnished with a small strainer to prevent the passage of the grounds.

Mr. Eugene Seeger, a former U.S. Consul-General in Brazil, has said of Maté that it "has saved South America from the scourge of alcohol and is continuing to do so." Dr. Roericht, the traveller, writes: "It contains a nitrogenous principle, which is both nourishing and sustaining. It does not tax the digestive powers in the slightest degree. It contains a mucilaginous principle, which is soothing to the mucous membrane of the throat. It has a remarkably exhilarating effect upon the nervous system."

The leaf is imported into this country and is procurable in London.

RUBBER.

The forests of the Amazon and its tributaries are the main source, and many of the trees are of great age. "Fine hard Pará," obtained from the wild trees of the Amazon regions, is still the market standard for rubber.

Hevea brasiliensis is the botanical name of the tree yielding the finest rubber. It often attains a height of 100 ft., and has a well-developed trunk, some 10 or 12 ft. in circumference. The flowers are small, green, and sweet-scented. The fruit is a three-celled triangular capsule, containing a single oval seed. The Hevea sheds its leaves annually, but remains leafless only for a short time.

A number of other species of Hevea occur in South America, some

of which yield quite good rubber ; and that of *H. benthamiana* and *H. duckei* is nearly equal to *H. brasiliensis.*

Second quality rubber (known in Brazil as " Borracha Fraca " or " weak rubber ") is produced by a group of some half-dozen trees, which do not grow in the same districts as *H. brasiliensis,* and are so scattered that the natives do not trouble seriously with them.

Rubber Collection :—The system of gathering the latex from the rubber trees is the following : Early in the morning the *seringueiro* (rubber gatherer) starts out from his hut, which forms a rallying point in the forest, carrying with him a *machadinha* (tapping axe) and several hundred tin cups. Thus he sets out for his *estrada* —which might be translated " milk-round."

Arrived at the tree he attaches a circle of cups, making an incision in the bark as high as he can reach. He attaches the cups directly under the cuts with a little finely-kneaded clay, if clay cups are used. If tin ones are employed, he fastens these on by bending them under the bark. From tree to tree he goes till all in his *estrada* have been tapped.

On the fire smouldering in his hut he heaps some of the heavy oily nuts of the " urucuri " palm. Over this he places a truncated cone-like funnel, and in the smoke from this chimney the collector holds a paddle-shaped piece of wood which has been dipped previously in the latex, so forming a film which increases steadily in size by repeated dipping until the rubber is in the form of a ball.

Having finished his week's work the *seringueiro* takes his balls of rubber to the *seringal,* where he is credited with the number of pounds he has gathered at some 50 per cent. of the market value ; the other 50 per cent. is to reimburse the *seringal* for freight, shrinkage, and so on. Each rubber bale is then branded with the mark of the *aviador* and stored awaiting shipment. A *seringal* is practically a centre, or village, where the representative of the *aviador* lives in the largest hut, which is also a store.

The native method of smoking the rubber is not always followed in Brazilian forests. Reagents in the form of acids, salts and alkalis have been used, but the native method is considered better.

Ceará Rubber :—The different species of the Ceará rubber tree have only been discovered and accurately tabulated within the last twenty years. *Manihot glaziovii* is the botanical name of the most famous kind ; but there are three or four others.

The tree is 30 to 50 ft. high, with an erect stem 8 to 20 in. in diameter. It is abundant in the Brazilian States of Ceará, Piauhy, and Bahia. It has been found growing under a variety of conditions ; on the desert plains, where the rainfall is said to be less than 50 in. and vegetation is scorched for the greater part of the year ; and on hill-sides, in poor and rocky soil, at elevations of about 3,500 ft., where the rainfall is over 100 in. a year and the temperature at night falls as low as 60° F.

The average yield of rubber from cultivated Ceará trees in Brazil has been given as 300 kilograms per hectare. As some 2,500 trees

are planted to the hectare, this is equivalent to a little more than 4 oz. per annum per tree.

Mexican Rubber :—*Castilloa elastica* grows wild in Mexico, south of latitude 22° N., and extends thence through all the States of Central America to Colombia. It is also found on the western slopes of the Andes in Peru and Ecuador. During recent years plantations of castilloa trees have been made in Mexico.

The guayule shrub (*Parthenium argentalum*), a source of " soft " rubber which abounded formerly in a wild state in the arid parts of Northern Mexico, is now cultivated upon a considerable scale. This rubber is extracted by macerating the roots, stems, and leaves, and floating off the mixed rubber and resin.

BANANAS.

South and Central America furnish more than half the bananas imported into the United Kingdom, and the principal sources are Colombia, Costa Rica, Honduras, and South Brazil.

Musa sapientium is rarely found wild. This is due to the fact that bananas are seedless, and are propagated by means of shoots or " suckers." The cultivation is not difficult, the hindrances coming from heavy winds, pernicious insects, and sometimes caterpillars. Upon the other hand, the crop is one exhausting to the soil, and there is a continuous necessity to open up new districts, work which involves fresh clearances and the extension of estate railways.

The tree grows to a height of from 15 to 40 ft. The trunk, formed of compact sheathing leaf stalks, resembles corn in some degree, but is about 8 in. in diameter and firm in structure. It is endogenous, and increases by internal growth and elongation at the summit. This quality of increasing by internal growth partly explains the development of the newly cut banana stalk, which will be observed to shoot up some inches in a few minutes, while leaves will unfold from the centre of the trunk within 36 hours. The plant takes from seven months to two-and-a-half years before it fructifies.

The bunch of bananas develops from a large, heart-shaped, scaly bud. The scales separate and disclose groups of upward-pointing flowers, sometimes to the number of 150. These are blossoms which turn into fruit. One bunch to a tree is the rule, and they vary in length from 2 to 3 ft., and in weight from 50 to 80 lb., which latter however, is exceptional. The commercial classification is by " hands," a hand being a cluster which, with the exercise of imagination, may be said to resemble the human hand. The bunches are cut while green (the greatest care being needed in the operation) and allowed to continue ripening during the voyage to their ultimate destination.

Panamá disease, the most destructive of the pests to which the crop is subject, owes its name to the place of its discovery in 1906. Its source is the fungus *Fusarium cubense*, spores of which are wind-borne from infected plants, and are able apparently to live indefinitely in tropical soil.

FRUITS.

The tropics remain the most considerable source of South American fruit, and under organization the export of bananas, pineapples and oranges is capable of still further extension.

Great potential supplies of fresh fruit from the tropical and sub-tropical areas suffer less from want of transport than lack of due organization in rejecting unsound fruit, grading, wrapping and packing. Valuable fruits like Paraguayan oranges, for example, have been treated like potatoes and carried long distances by river in the loose state or in bags. On the other hand, Brazilian oranges of the finest, or Limeira variety, ranking with the best in any part of the world, are now being packed carefully and exported in cool chambers to the English market. Brazilian oranges are broadly of two varieties, respectively the produce of the plateau and of the seaboard. Superior types of oranges are being planted in North-East Argentina. Tangerine or mandarin oranges have been the principal variety exported from Argentina in the past. Excellent oranges grown in Peru have been shipped to the English and North American markets in cold chambers.

The export of fresh fruits from the temperate zone is a much newer development, and one which, on account of the opposition of the seasons in the two hemispheres, affords great promise. Argentine grapes, partly in virtue of their excellence of flavour and also because of qualities which enable them to withstand transit without injury, compete successfully with South African grapes in Covent Garden market. The fruit is carried from Western Argentina in refrigerated railway wagons and shipped from Buenos Aires in cold storage on shipboard. The newest steamers of the Royal Mail Lines, Limited, are furnished with chambers expressly for fruit cargo.

Plums, peaches, and cherries, as well as pears from the Province of Mendoza, have been successfully marketed in London, and these fruits, as well as apricots and peaches, realize good prices in New York. The large possibilities have the encouragement of the Government, the railways and the steamship companies.

Fruit growing for the international market offers special promise in the irrigated lands of Mendoza, extending eastward about 100 miles from the Andes; in the irrigated Rio Negro valley, south of Buenos Aires; in the Sierras of Córdoba, and the delta of the River Paraná, where apples are grown to good purpose.

Grapes, stoned and soft fruits flourish upon the Chilean slopes of the Andes and are exported to the United States to meet the winter market. Apples from South Chile find a market in Argentina. Grapes and cherries are exported to New York.

NUTS.

The Brazil nut of the dessert table, valued so highly for the delicacy of its flavour and its sustaining power, is known at home as *Castanho do Para*, and the parent tree (*Bertholletia excelsa*) as the *castanheiro*. The trees, which are of noble dimensions, often attaining such heights as 150 ft. and generous girth, grow uncultivated upon the higher and better-drained lands, especially

in Pará State. The fruits, enclosed in a strong woody case enclosing 15—30 nuts, fall, often from great heights, to the ground and are collected for market.

The nut is a product purely of North Brazil and, because of the factor of carriage, is obtainable more cheaply in London than in such a city as São Paulo.

Coconuts abound upon the coastal regions throughout the tropical Americas, and it has been calculated that Brazil alone has 1¼ million trees, producing annually 50 million nuts.

Estimates by the International Institute of Agriculture suggest 180,000 acres as the probable extent of the area planted to coconuts ; 140,000 north and 40,000 acres south of the Equator. This includes the West Indian quota and compares with an estimated total of approximately 5,000,000 acres for the world.

Cahoon nuts, the produce of palms, plentiful in Central America and in parts of Brazil, resemble the corozo and coquito nuts. They yield a kernel oil similar to that of the coconut, and a separate oil is recoverable from the pulp of the nuts in their fresh state.

Cashew or caju nuts are exported from Brazil for dessert and for the purposes of chocolate manufacture.

Andiroba nuts, borne by the *Carapa guayensis*, grow wild all over Brazil and especially in Pará. They convey seeds bearing a bitter oil of value in soap and candle making.

The babassú nut, of which the export has largely increased, is collected principally at Maranhão. It is the fruit of a palm, with leaves running up to 25 ft. in length, and the nuts grow in clusters of 200—300, with up to six clusters upon a tree. The tree has a strong vitality, and the shell enclosing the kernels is opened with some difficulty. The oil, which forms about two-thirds of the weight, is valued for soap making and margarine in Europe. The outer fibre is serviceable for brush and mat making.

Ucuhuba nuts, grown in Northern Brazil, yield a hard fat which is utilized locally for candles.

Ground nuts, monkey-nuts or peanuts, as they are popularly known, have been planted in Brazil alternately with maize or roots and experimentally in British Guiana. A light soil and one which does not discolour the fruit is demanded. The flower of the *Arachis* presses its ovary into the soil and there the pods develop. The crop demands relatively little labour, and there is an assured export market for nuts equal to the West African standards. The nut is eaten raw or roasted ; it is employed in confectionery and largely for making a light and pleasant oil and a highly nutritious cattle-cake.

OIL SEEDS.

Linseed is grown upon a larger scale in Argentina than in any country in the world, and is sown also in Southern Brazil. The flax is grown for seed, not for fibre, and the seed is crushed notably in Rosario and São Paulo, but more largely abroad.

Ricinus communis, the castor-oil plant bearing richly oleaginous seeds, grows freely in Central America, parts of Venezuela and in Peru, and is abundant in Ceará and Pernambuco, where it is collected

for Brazilian oil mills and for export. Apart from its medicinal uses the oil finds large employment as a lubricant for aeroplane and high-speed motor engines.

Cotton seed is collected at the ginneries throughout the cotton-growing districts, and most largely in Brazil. The oil is employed for table and kitchen use in place of olive oil or of lard. Soap and cattle-cake are manufactured in Peru and elsewhere from the residues.

Sunflower seed is one of the minor crops of Argentina. Black and white mustard seed yielding an oil similar to rape is grown in Brazil.

VEGETABLE IVORY.

The tagua palm (*Phytelep shamacrocarpa*), from which the vegetable ivory used largely to make buttons is obtained, grows wild along the west coast of South America, from Panamá through Colombia and Ecuador. It is a palm fern, 10 to 20 ft. high, with a short trunk crowned with large, bright-green, feathery leaves. The fruit is somewhat similar to the coconut, growing in drupes about the size of a man's head. A woody, fibrous wall encloses the seeds proper, which are hard, white, fine grained, like real ivory. Natives gather the matured nuts after they have fallen to the ground and sell them to traders. Umbrella handles, chess men, counters for card games, and other small articles are made from the nut.

MANDIOCA.

Manihot utilissima, the cassava, mandioca or manioc root, was utilized as food before the Conquest. It is the source of tapioca and of coarser flour much used in Brazil for bread and the thickening of soups and stews. The plant grows well at altitudes below 3,000 feet in latitudes reaching to 30° South. The tubers mature in periods of from eight months to two years and are prepared for human food by crushing, washing and drying. The washing waters are strained for the recovery of the fine tapioca starch. The crop is obtained with little effort, the nutritive value is exceptionally high, and in the raw state the roots make capital food for animals. Mandioca is grown most largely for domestic consumption but is exported both from Pará and Porto Alegre. The industrial uses to which the starch is put include the manufacture of glucose and alcohol.

TONKA BEANS.

The tree *Dipterix odorata* is found wild in various parts of tropical America. The mango-like fruits are gathered by collectors who break them open for the sake of the seed or bean. The beans are dried in the sun and before shipment are treated with strong rum to induce a white crystallization upon their exterior. The beans are used chiefly in North America as a perfume to flavour snuff or tobacco and to make sachet powder. Venezuelan beans enjoy especial esteem and the tree is locally known as sarrapia. The trees are scattered and their yield is uncertain ; one good harvest is usually succeeded by one or two lean years. Ciudad Bolívar is one centre of the trade and export is also made from Pará.

BALATÁ GUM.

The tree *Mimusops balata* is one of the largest in the Guianian forests, with a hard, heavy claret-coloured timber. The gum is obtained either by tapping the growing tree or by the reckless process of felling and then scoring the bark. The sap is boiled and then poured into moulds. Balatá gum has long been known as a substitute for gutta-percha. It is put to various industrial uses by cablemakers and manufacturers of golf balls, and when combined with canvas makes a durable machine-belting.

The sole supply is South American, the tree is uncultivated, and the depletion of areas has driven collectors farther afield. The main sources are Brazil and Peru. Venezuela and the three Guianas have proved diminishing, although still considerable, sources.

GUM CHICLE.

Gum resembling caoutchouc and obtained by tapping or felling sapodilla trees is used upon a large scale in the manufacture of chewing gum in the United States. Yucatan (Mexico), Guatemala and British Honduras have been the main sources of supplies of good quality, although Colombia and Venezuela furnish a more resinous variety. The destruction of forest chicle trees has encouraged a systematic cultivation of seedlings in British Honduras.

Collection is possible only in the rainy season, and the resin, mixed with an equal quantity of water, is heated slowly over a fire until a sufficient consistency has been reached, when the gum is poured into moulds and wrapped in canvas for exportation. The timber is of value for constructional purposes.

COTTON.

Local consumption of raw cotton has increased with the number of spinning mills opened in the South American countries and their existence helps to stimulate cotton-growing efforts. The crop is one demanding at certain seasons close attention from the cultivators, but in Brazil it is found that cotton calls for less labour than coffee. In Northern Brazil cotton was largely replaced by sugar planting upon the abolition of slavery. A considerably larger tract than the cotton belt of the United States is suitable to the crop in Brazil and the yield per acre much exceeds the North American average.

The coastal valleys of Peru yield some 185,000 bales, and much of it of superior quality. The plateaux of Colombia offer potentialities which have commended themselves to delegates of the International Cotton Federation.

Cotton growing was introduced into Paraguay by the Jesuit Fathers, and now attention has been given to raising cotton upon a commercial scale in those northern parts of Argentina which most resemble Brazil in climatic respects, notably the Chaco, Corrientes, Santiago del Estero and Formosa. Planting begins early in October, after preliminary work on the soil, and the picking season runs usually from April to the end of June. Insect pests form a severe trial, and the prices realizable for seed are fixed for the small cultivator by the local storekeeper, who is his creditor for supplies during

the year. The general methods of ginning and grading leave room for improvement.

Planters have been no more immune from disappointments in South America than in other quarters of the world. The cost of picking has proved high in districts where the plants do not ripen simultaneously. Natural calamities in the form of drought and severe floods have interfered with progress. Defects of organization have disclosed themselves and been in part repaired. Scientific seed selection has made comparatively little headway, but in expert opinion a large total increase is practicable.

LEAF FIBRES.

Bromelia magdalenæ, the source of the **Pita** fibre of commerce, belongs to the pineapple family and yields a fibre known as Pita de Colombia, Honduras silk grass and Arghan among other names. The spring leaves attain such lengths as 10 ft. in Colombia, where natives remove the fleshy portions by primitive appliances until only the fibre remains, obtaining about 2 lb. of fibre from 68 lb. of the leaves. The fibre serves the same purposes as sisal and manila, and is of notable strength. Local uses are found for it in the manufacture of cordage and fishing nets, and, subject to economical methods of recovering the fibre, large uses could be found for Colombian pita in industry. The name is somewhat indiscriminately applied to hard vegetable fibres in tropical America.

Semi-arid lands in Mexico, Central America and Colombia are favourable to the agaves, from the leaves of which fibre valuable for making ropes and cordage or brushes is recovered. The plants are of several species and known under a diversity of local names. **Henequen,** or **sisal,** grown especially in Yucatan, is the chief, and the supplies from Mexico (about 140,000 tons) represent one-half the world's production. Zapupe, which yields a coarser commercial fibre in its third year, flourishes on light soil and in several varities in the neighbourhood of Vera Cruz, Mexico. Ixtle, lechuguilla or Tampico fibre, another hemp, and also Pita, occur abundantly in a wild state in the arid districts of Mexico.

Phormium tenax (New Zealand hemp), with leaves 10-12 ft. long and 4 in. wide, yielding a fibre resembling manila and valued for cordage, has been planted with favourable results in the delta of the River Plate. Of the lily family, it produces in the fourth year about 120 tons per acre, rising to 300 tons of leaves in the seventh. From these leaves about 15 per cent. of fibre is recovered by a simple mechanical process.

KAPOK.

The tree *Bombax ceiba*, Linn., a native of tropical America, is commonly known as the "silk-cotton" tree. It furnishes a soft silky wool, with which the seeds are covered. The fibre is little used for spinning.

"Pochote," as it is locally known, occurs in the wild state in tropical and semi-tropical America, and its plantation involves no special difficulty. The seed yields a valuable edible oil and an oil-cake, useful for cattle. The timber of the tree is of a lightness

comparing with that of the well-known " balsa " wood.

It derives its commercial name—Kapok, or vegetable down—from the eastern Archipelago, whence it has been largely exported by the Dutch. On account of its extreme buoyancy it is largely used in making life-saving waistcoats and the like. The main use is as a stuffing for cushions, quilts, and so forth, and ordinarily it requires cleaning by machine to rid it of the large proportion of dust found in the crude material.

PIASSAVA.

Piassava (*attalea funifera*)—*Palmaceæ* makes up the bulk of the exports of fibre from Brazil. Piassava is a palm indigenous to the lands along the Brazilian coast (State of Bahia). Three periods are discriminated in the growth of the piassava—the *patiaba*, when the plant is at the commencement of growth ; that of *bananeira*, when the leaves are already large and the *palmito*, or shoot, is still out of sight ; and that of *coqueiro*, when the piassava has formed a stem or trunk. Its leaves are erect and long, attaining to as much as 12 metres in length. It commences to flower at 10 years of age, yielding nuts in bunches of variable size, with 300 or more fruit, and weighing about 50 kilos. Generally the plant yields fibre after four years of growth, but only economical crops after the eighth year.

The fully ripe and well-grown leaves are cut at the base, the fibre being cut from the stems. A man dexterous at the task can extract 45 kilos gross of piassava daily, a further day being required to clean this quantity, which loses one-third of its weight in the cleaning process. Each piassava palm at the *bananeira* period of growth yields an average of from 8 to 10 kilos of fibres, which commands a price of from four to five milreis per 15 kilos on the spot.

In the Amazon district there is another variety of piassava called *Leopoldina piassava, Wall*, which yields shorter fibres with a variable length of from 80 centimetres to 2 metres of a more malleable nature.

This fibre is chiefly employed in the manufacture of various kinds of brooms, brushes, mats, and, because of its exceptional qualities of resistance to salt water, for making hawsers for use on board vessels.

TANNING MATERIALS.

Quebracho, valuable as timber and as a source of tannin, derives its name from a colloquial Spanish and Portuguese term quiebra-hacha, or " axe-breaker." From this the hardness of the wood can be inferred.

Quebracho blanco (white) is of little value except for fuel. The " colorado " or red variety is of slow growth, but often attains 50 ft. in height and 3-4 ft. in diameter. The heart wood is especially hard and too dense to float ; it resists rot and insects to a degree which makes it valued for wharf piles and other constructional work. The red variety furnishes a valuable tannin extracted by reducing the logs to chips and concentrating the infusion in vacuum pans.

The extraction of tannin from quebracho had its origin in France, where a consignment of logs was sent in 1874. The first factory in

South America for the manufacture of the extract was erected at Puerto Casado, Paraguay, in 1889.

In opening up a quebracho forest, the first work is to clear roads about 4 or 5 yards wide and about 1,100 yards apart. The work is done by men directly employed by the contractor. From these roads intersecting picadas or pathways are cut dividing the section into blocks approximately a kilometre square. The felling and log cleaning is done by sub-contract. The trunk and limbs are stripped of bark and white sapwood, leaving only the clear tannin-carrying redwood. The workers are peons, and an expedition bent on taking 200 logs per day needs a working strength of 600 men and a capital of probably £40,000. As wives and families have to be included, the total community may run to 3,000 persons. Work can proceed in Argentina for about nine months in the year, and in Paraguay for about seven months.

Mangrove, common to the tropics of the world in swampy coastal situations, occurs as far southwards as Southern Brazil. Commercial supplies of logs are shipped from Ecuador. In Colombia there are mangrove-extract factories at Cartagena and Cispata Bay. Large mangrove forests are accessible at Acapulco (Mexico). Both the bark and the leaves of the mangrove are rich in tannin. The extract is used to treat sole and heavy leathers, and it lends them, when used alone, a dark red colour.

Dividivi (*Cæsalpinia coriaria*), common, more or less, to the Caribbean coast and found in Mexico and Northern Brazil, is obtained on a larger scale from Venezuela, Curaçao, and the islands off the Venezuelan mainland. The tree attains a height of 20 to 30 feet and bears seed pods which yield 40 to 45 per cent. of tannin. The hard, dark wood of the trunk is used as timber.

Algarobilla (*Cæsalpinia brevifolia*), abundant in Chile, bears pods which give 35 to 50 per cent. of tannin.

The tree has somewhat the appearance of a small mimosa, and the pods are of the shape and size of pea-nuts. Its habitat is between La Serena and Copiapó. Crops are best in years of favourable rainfall.

Cascalote (*Cæsalpinia cacolaco*), a tree belonging to the same species, occurs in Mexico, where its pods are largely used by local tanners ; the tannin content is as high sometimes as 55 per cent.

Canaigre (*Rumex hymenocepalus*), growing wild in Northern Mexico, is a shrub, 3 to 4 feet high, of which the roots have a fairly high content of tannin.

Dr. Otto Wilson, late of the U.S. Department of Commerce, mentions also **Ulmo,** yielding a tannin very like mangrove, and **Lingue,** both trees plentiful in Chile.

ANATTO.

The dye long used in the outer world to impart colour to butter and cheese is the product of seeds borne by *Bixa orellana,* a native of tropical America. Attention was first drawn to the dye by the practice of the Caribbean Indians, who employed it formerly as paint for their bodies. " Achiote " is the name commonly given to

anatto in Spanish America; local variants include "onoto" (Venezuela), "arnato" (Mexico), and "bija" in various parts of Central America. The seeds are shipped from Ecuador and the Guianas. They are found in small pods, enveloped in brilliant red pulp, and the trees, generally of 12-15 ft. high, sometimes attain twice that height.

FUSTIC.

Fustic-wood, or Cuba-wood, is the wood of the *Chlorophora tinctoria*, a tree of the mulberry order, growing in South America. It is a large and handsome tree, and the timber—though, like most dye-woods, brittle or, at least, easily splintered—is hard and strong. Chips of fustic are extensively used as an ingredient in the dyeing of yellow, and the wood is exported for that purpose.

LOGWOOD.

The logwood tree is smallish and bears purple flowers with three stamens; the fruit is encased in a prickly pod. The heart-wood constitutes the commercial logwood used in dyeing.

The tree belongs to the natural order *Leguminosæ*, which grows in moist and swampy places in Central America, particularly round the Bay of Campeche. It is usually from 40 ft. to 50 ft. high. The wood is red in colour, tinged with orange and black, so heavy as to sink in water, and capable of receiving considerable polish. It is used chiefly as a dyewood, the trees being cut down, the bark and albumen removed, and the hard centre parts cut into logs 3 ft. long.

In extracting the colouring matter it is hewn into much smaller pieces, and ground or rasped to small chips or to a coarse powder. The aqueous extract is muddy and of a reddish-brown colour. By using acids the colour is made paler, and by alkalis it is converted to purple. By mordanting the fabric with iron, black is produced; with alumina, violet and lilac; with copper, blue; and with chromium, black and green.

The colouring power of logwood depends chiefly on a crystalline ingredient called hæmatoxylin. It is used in calico-printing to give a brown or black colour, also in the preparation of some talcs. An extract of logwood is medicinally used as an astringent. It is on occasion concentrated into crystals or made into logwood extract.

QUILLAIA BARK.

The forestal regions of Chile are apparently the only part of the world in which the quillay tree is found. The bark is collected for the sake of a natural and neutral soap which can be extracted by soaking the bark in water. The material is employed by cloth-dyers and sometimes by makers of foaming beverages. It is credited with medicinal virtues in checking common colds and Chilean natives employ it as a shampoo.

INDIGO.

The blue colouring principle called indigo is obtained from herbs which are indigenous to the tropical parts of South America, and is

prepared by extracting the leaves with water.

Indigofera tinctoria is the species most largely cultivated and highly valued. It is of a perennial habit, but is usually grown from seed sown twice each year. The dye is present in the form of a complex glucoside indican, from which it is obtained in a free state by fermentation.

The cut plant is steeped in vats for some twelve hours, and the fermented extract, which is of a yellowish-green colour, is then run off into free vats and agitated with air. The liquid turns green and finally blue with the deposition of the indigo in the form of mud. This is boiled up with water, allowed to settle, pressed, and cut into cubes which are dried and sent to market. Thus obtained, indigo forms dark blue to purplish violet lumps which show a bronzy lustre when rubbed.

In addition to the essential constituent, indigo-blue, which is present to the extent of about 60 per cent., natural indigo contains indigo-red and indigo-brown, together with a small proportion of mineral matter and moisture. Natural indigo has a formidable competitor in the synthetic indigotin now produced in large aniline colour factories in various countries.

QUININE.

Quinine is the best known and most widely used of the alkaloids obtained from the various species of cinchona.

Cinchona bark was originally found in South America, and was formerly called " Peruvian Bark " from its natural habitat. Its name is derived from the Countess of Cinchon, wife of a Viceroy of Peru, who was cured of fever by the bark in 1638. Not until the beginning of the nineteenth century was quinine at all generally used. Since that time it has entirely taken the place of cinchona.

The plant is an important genus of *Rubiaceæ*. The trees seldom exceed 50 ft. in height, have simple leaves and small flowers. It inhabits chiefly the east side of the Andes, in Peru, Bolivia, Ecuador, and Colombia, to which it is indigenous, although the main commercial supply of quinine has been transferred to the Dutch East Indies.

Three species of this genus yield the so-called " Peruvian Bark," viz., *Calisaya*, *Loxa*, and *Succirubia*. The *calisaya* is richest in alkaloids. The bark is taken off in strips longitudinally and in time it grows again.

The method of obtaining quinine is the following : First the bark is dried, then finely ground and mixed with lime. It is extracted with hot, high-boiling paraffin oil. The solution is then filtered, shaken up with sulphuric acid—the latter neutralized with sodium carbonate—and on cooling quinine sulphate crystallizes out.

Quinine is used in malaria, and is one of the most effective remedies in that disease. It is said to be one of the best examples of the specific action of a drug in therapeutics, as it causes the malarial organism in the blood to break up and disappear.

JABORANDI.

A variety of plants occurring in Brazil and elsewhere are known under the generic name of jaborandi. *Pilocarpus pinnatifolius*, one of the most important, attains a height of about 10 feet. The leaves, sometimes having roots and stems attached, are shipped in bulk from Parnahyba, chiefly to European ports. Infusions of jaborandi have strong sudorific properties and are prescribed as sialogogues; they enter largely into the manufacture also of tonics for the hair.

SARSAPARILLA.

The *Smilax medica* yields the Mexican or Vera Crux sarsaparilla It is slightly different from *Smilax officinalis*, which yields the native Jamaica sarsaparilla. In appearance the latter is similar to the plant which yields the Peru sarsaparilla. A plant called *Smilax ornata*, growing in Costa Rica, is known to the British pharmacopœia officially as sarsaparilla. Little is definitely known of the plant that gives Honduras sarsaparilla, though the product has been used for over 400 years. The plants have long roots, and these are the parts used in medicine.

PERUVIAN BALSAM.

Peruvian balsam comes not from Peru but from Salvador and from a tree of the order of Leguminosæ (*Myrospernum* or *Myroxylon pereiræ*). The tree is beautiful and usually grows among trees of other families. It is about a yard in diameter and 80 to 100 feet high. The outer bark is white, the inner dark red, and the wood is very hard and durable, and makes good furniture. The blossoms are white, the fruit a pale yellow, with only one seed as a rule. Plantations have been formed, but generally dependence is placed upon the wild trees, because mature growth is not reached before the twenty-fifth year.

Balsam is collected by native balsameros, who live in the woods and are skilled in bleeding the sap. The juice is collected upon cloths tied round the incision. The cloths are boiled and the crude balsam is pressed out of them. The material is clarified and shipped in tins of about half a hundredweight. It is a natural antiseptic containing cinnamic acid and valuable as a dressing for wounds. It has a bitter taste, a pleasant aroma and requires to be kept in darkness to avoid its decomposition.

COCA.

Coca leaves are chewed by the Indians of the Bolivian and Peruvian plateaux, much as betel nut and tobacco are chewed in some other parts of the world, and the habit is stated greatly to promote endurance. The drug cocaine is manufactured from dried leaves exported for the purpose to Europe.

The plant is a shrub usually 2 or 3 ft. in height, although, if allowed to mature, it reaches 4 or 5 ft. It is cut to the ground before attaining that height, as the quality of the leaves deteriorates

with the height of the plant. The young shoots are grown under a cover of dried banana leaves and transplanted to the terraces. The plant begins bearing at two years and continues for about twenty years. The leaf, in which lies the commercial value of the plant, is oval and light green, about 1½ inch long and ¾ inch wide.

There are no large plantations. Coca is grown on terraces, an acre or two in size, built up on the hill-sides. The terraces are about 10 inches wide, protected by a rampart of earth of about the same width and 6 inches high. The ramparts are faced on the outside with stones or a rough cement. The use of terraces prevents the heavy rains from washing the plantation down the mountain side, and helps to hold the moisture about the roots.

Three or four crops are picked from the same plants during the year. Each cato planted to coca will produce from seven to fourteen "cestos" of leaves annually, and the "cesto" is equivalent to about 25 pounds. Two "cestos" make a "tambor," which thus contains about 50 pounds of leaves. Coca is packed for shipment from Bolivia in units of one "tambor."

CARNAUBA WAX.

The carnauba palm tree, *Copernica cerifera*, is common to the low-lying parts of northern Brazil and abundant in Ceará. Wax of exceptionally high melting point is extracted from the leaves by boiling. The leaves are gathered for this purpose in the season September-March and the resultant wax is employed in making candles, polishes, varnishes and gramophone records as well as in covering electrical cables and in waterproofing cloth.

The tree is of manifold utility. The roots are credited with medicinal properties, the fruit is edible, the fibre in the leaves serves for cordage and brooms, the pith forms a substitute for cork, and the timber has various uses.

FURS.

Chinchilla of the finest quality commands prices commensurate with its extreme rarity. The animal is hunted in the high Andes, principally in Bolivia, Peru, Chile and Northern Argentina. It is in some sort a link between the rat, hare and squirrel, and whereas naturalists classify the animal into two species, fur dealers recognize five chief classes of skin :—

(*a*) Royal chinchilla, commercially "del Perú."
(*b*) Indian ,, ,, "Bastarda."
(*c*) Chilean ,, ,, "de la Plata."
(*d*) Bolivian ,, ,, "Real segunda."
(*e*) Ratón ,, ,, "Roedor" or "Marsupial."

The names are those of the Buenos Aires dealers and there are sub-classifications of each according to colour and condition.

Chinchillón, the produce of an inferior species of vizcacha, is obtained especially from Bolivia.

The several species of **fox** skins taken in Argentina include that customarily sold as jackal, although properly the pelt of *Caisis*

vitulus. Common to a large part of South America, this animal is abundant in central Argentina. The grey fox of the Patagonian region and two or three species of red fox provide furs which are regular articles of commerce.

Nutria fur, employed both by hatters and furriers, is obtained in large quantity from central and southern Chile, from Uruguay and Argentina. It is borne by the coypu, a rodent abundant on the banks of streams. The Paraná delta and Entre Rios province provide some of the most valuable nutria skins.

Seals are taken on the Uruguayan seaboard and more largely near Chiloe Island, on the Chilean coast, where skins of the first and also of inferior quality are obtained to the number of 15,000 or more per annum. Valuable **sea-otter** skins come in considerable quantity from southern Chile.

PANAMÁ HATS.

The straw hats which have earned a deserved celebrity under this name are rarely manufactured in Panamá, but rather in Ecuador, Colombia, and Venezuela. Ecuador was the original, and is still the chief source of production. The finest kind come from Montecristi, and coarser and cheaper ones from Cuenca and Jipijapa. The tocopilla palm (*Carludovica palmata*), a shrub 6 to 10 ft. high, bearing fan-shaped leaves, provides the requisite straw. The fibre is obtained by drying and shredding these leaves, and it is valuable in accordance with its colour, length, and fineness. The straw is moistened in course of the plaiting of the hat, and a light wooden block serves to shape the pattern. Women, children, and also men work at hat-making for the account of dealers, and a single hat, according to the degree of fineness, represents a task often of several days, and sometimes of months.

PLATINUM.

Colombia has been for some years the chief source of supply of this exceedingly valuable metal, where it is found in the western part of the country often in association with gold. The deposits are alluvial and the metal is recovered by mining companies using mechanical dredgers and by natives employing hand washing. The metal was found first in 1737 in the Atrato and San Juan Rivers in the Choco district, and was known as "oro blanco," or white gold. Two tributaries, the Condoto and Quito, are worked, and also the Patia River, with its southern affluents, and the Opogodo River.

GOLD.

In South America three sources of gold are of recognized importance: The region of the Guiana highlands; the Brazilian plateau; and the Andes, chiefly in the northern area. Partly due to the difficulty of uncovering the lodes, the alluvial deposits have been the most worked in the Guiana highlands, although mining is carried on in the neighbourhood of Ciudad Bolívar (Venezuela). In Brazil, where gold has been mined in Minas Geraes State for over two centuries, the labour difficulties militate against a fuller production.

Gold is recovered in course of copper-mining in Chile and Peru, and gold is found independently in quartz veins in Andine districts isolated for want of transport facilities.

The South American output was 500,000 ounces in 1891, 650,000 ounces in 1902, touched 750,000 ounces in 1916, and since than has been down to 450,000 ounces in 1928, and from 500,000 ounces in 1930 jumped to 600,000 ounces in 1931 and 650,000 ounces in 1932.

SILVER.

Worked formerly for its own sake in the high plateau and on the eastern side of the Andes, the status of silver is now rather that of a by-product of copper-mining. It is associated especially with the grey copper ores and sometimes in sufficient richness to defray the working cost, leaving the copper content as profit. Otherwise silver exists principally as red oxide sulphide or as galenia, generally in a quartz matrix. The single district, Cerro de Pasco (Peru), is recorded to have furnished silver worth £40 millions in the nineteenth century. Silver from the Andean region constituted a chief attraction to European enterprise in the sixteenth century.

Approximately 12 per cent. of the silver of the world is produced in South America, and 30 per cent. in Mexico. Peru produces a very large amount annually.

TIN.

Bolivia is one of the few countries of the world possessing really rich veins of tin, and it is accountable for approximately one-fourth of the world supply. There are smaller deposits in Mexico, Colombia, Peru, and in the mineral region of Argentina.

In extracting the metal the first process is the grinding of the ore, which is then washed to remove impurities. The earthy matter and some of the foreign metallic ores present are easily eliminated in this process. The ore is then roasted in a reverberatory furnace and the sulphur and arsenic are expelled. The roasted ore is mixed with fuel and limestone and again subjected to great heat in the reverberatory furnace to bring the whole into a state of fusion, which should continue for about eight hours. The lime unites with the remaining earthy matters and flows off as slag, and the coal reduces the oxide tin to its metallic state. The tin thus obtained needs to be further refined in order to command the highest price.

The tin zone in Bolivia has four districts—La Paz in the north, Oruro in the centre, Chorolque in the south, and Potosi in the east. The city of Oruro is the tin metropolis. Much of the mining country is in the Cordillera Real Range, and the lodes are found at altitudes of from 11,000 ft. to 16,000 ft.

NITRATE.

The nitrate obtained in northern Chile is the nitrate of soda valued as a source of fixed nitrogen for use in agriculture and in chemical industry. The deposits are of unrivalled extent and constitute a vast natural monopoly, tempered only by the development in other countries of synthetic methods of combining nitrogen. They occur in the rainless parts of Tacna, Tarapacá, Antofagasta and Atacama provinces over an area of about 400 miles in length.

extending 40 to 100 miles inland, chiefly at elevations of 3,000 to 5,000 feet above the sea. The article is much the largest single Chilean export and the dues levied upon export constitute an important part of the national revenue. The industry began in 1830 with an export of 800 tons, whereas now approximately 1,500,000 tons or more are not uncommonly shipped to other countries. Nitrates support, directly or indirectly, the bulk of the population of a region inhabited by 250,000 people, having no vegetation, virtually no water, and situated far from all the necessaries of life. Foods for man and beast, apparel, building material and machinery, fuel, and even water, have all to be imported. Even the soil has been imported for making public and private gardens.

The apparent origin of the nitrate deposits, as of other salts found in the region, is volcanic. Water descending from the mountain sides into the rainless desert loses itself in lakes or marshes without reaching the sea, leaving behind a salty deposit upon evaporation. These basins, formed in times long past, form the nitrate beds.

The generic name for workable deposits of crude nitrate is "Caliche," and the material varies in colour from white, yellow, orange, grey, blue, violet to brown.

The operations of extracting commercial nitrate from the crude material are performed at works known as "Oficinas." The methods employed involve crushing, boiling and crystallization. By use of improved processes material which would formerly have been discarded as too poor in quality can now be manipulated to good profit.

ANALYSES OF TYPICAL "CALICHE" AND "COSTRA."

	Caliche per cent.	Costra per cent.
Nitrate of Soda	36	17
Chloride of Sodium	32	2
Sulphate of Sodium	8	72
Sulphate of Lime	8	2
Insoluble Matter	14	1
Other Salts, including Magnesia, Potash, Iodine, Iron, etc.	2	6
	100	100

The "Chuca" consists of a top layer of about from 10 to 16 inches of loose sand and earth containing some anhydrous sulphates of soda and lime. The "Costra" is a mixture of disintegrated feldspar and porphyry, common salt, etc., cemented together into a hard mass by calcareous and other salts to a thickness of from one to ten or more feet, merging into the "Congelo," a somewhat similar congested, solid mass several feet in thickness, containing varying amounts of nitrate, not rich enough to extract under present conditions. Below the "Congelo" is found the "Caliche." Except in the richest beds, the "Caliche" is composed of materials similar to the beds above it and the beds vary in thickness from 18 inches to 12 feet. The best quality contains 40 to 50 per cent. of nitrate. The average quality worked contains 30 to 40 per cent.

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PETROLEUM.

It is calculated that the Western hemisphere provides five-sevenths of the world's supply of mineral oil. There are well-recognized geological similarities between the northern and southern American continents, and oil production increases in South America. The supplies aggregated 199 million barrels in 1932. The following indicates the production of the several countries :—

Venezuela	115,291,000 barrels
Colombia	16,390,000 „
Peru	9,900,000 „
Argentina	13,000,00 „
Trinidad	10,122,000 „
Ecuador	1,597,000 „
Mexico (North America)	32,805,000 „

It is noteworthy that, with one exception, the principal sources of oil in South America adjoin the coast. The most productive Colombian source is 350 miles inland in the Middle Magdalena region. In Venezuela the supplies are obtained in the area around Lake Maracaibo ; in Peru, and in Ecuador from the narrow seaboard, and in Argentina from the coast of Chubut.

The largest recent developments have occurred in Venezuela, and the fields of the Lake Maracaibo area have attained an output which makes the country third in importance among the producing countries of the world. The Mene Grande field, the first to be developed in Venezuela, is some twelve miles inland from the lake shore. Mr. Campbell Hunter reports the wells to range from 1,000 to 2,700 feet in depth ; the oil is asphaltic, of about .956 specific gravity. The La Rosa field on the east shore of the lake was hardly developed at all before 1922, when a single well afforded 1,000,000 barrels in nine days. In the El Mene field, 33 miles inland from the eastern lake shore, oil strata 200 feet thick are found at 800 to 1,200 feet depth.

In Colombia the output of little more than one million barrels in 1925 advanced to 16 millions in 1932 as an outcome of extended experience in drilling along the Magdalena and Carare Rivers and of the enlargement of the pipeline which conveys the oil to the coast. The provision of pipelines hundreds of miles long in a tropical country is itself a task of great magnitude calling for large capital and a high degree of engineering skill.

In the northern oil zone of Peru, between Tumbes and Paita, oil is found at four levels respectively known as the Zorritos, Lobitos, Negritos and La Brea horizons, extending to 17,000 feet depth. The coarse and porous sandstones of these strata are saturated with oil and in general there is an absence of water.

IODINE.

Traces of iodine remaining in Chilean nitrate account in part for the superior manurial value of that article. Iodine occurs as a by-product of the nitrate oficinas where it is obtained from the crystallization of the washing liquors and is technically available in quantities exceeding the world's demand. Recent medical research in establishing the high importance of iodine in the treatment and prevention of diseases, the feeding of stock and the sterilization of germs has enlarged the potentialities of consumption.

GUANO.

The Humboldt current, in creating conditions favourable to fish life in Pacific waters, has provided food for myriads of sea-birds—among them the cormorant, pelican, lancer and booby. Their excrement, accumulating through the ages in almost rainless regions, so conserving its manurial value, is the guano of commerce. Peruvian guano was declared a Government monopoly in 1840. Guano is worked as a mineral, and may be described as an earthy nitrate or combined nitrate and phosphate rock. Chemical analyses follow respectively of high and low grade samples :—

High grade : sand and silica, 20 per cent. ; humidity, 17 per cent. ; nitrogen, 11 per cent. ; phosphoric acid, 7 per cent. ; potash, 2 per cent.

Low grade : sand and silica, 54 per cent. ; humidity, 9 per cent. ; nitrogen, 1 per cent. ; phosphoric acid, 15 per cent.

The more important Peruvian deposits are found on islands including the Chinchas, Ballestas, San Gallan, Vieja, Asia and Pachacamac.

COPPER.

Nearly one-fifth part of the world's copper is extracted in South America.

Mining is carried on most largely in Chile, which ranks second only to the United States as a source of the metal, and also upon an important scale in Peru. Chilean copper ore contains silver to an average of probably 10 oz. per ton and sometimes appreciable proportions of gold. Concentrates are shipped for smelting and refinement abroad, and the most improved plant and machinery is in use. The ore has to be worked at great altitudes and often in deep shafts. Very large modern smelting plants have been introduced in Peru.

The Latin American output is thus estimated in terms of blister copper for the year 1932 :—

	Tons		Tons.
Chile	103,199	Bolivia	2,017
Peru	22,000	Mexico	35,000
Total	162,216 tons		

One other Latin American source calls for mention—Cuba. Production there has been as high as 15,500 tons, but statistics are not available for recent years.

MANGANESE.

The series in which the manganese deposits are chiefly found in Minas Geraes State, Brazil, is itacolumite. This rock consists of micaceous quartz passing into an iron mica schist or schistose quartzite and from that to an almost pure iron ore. These iron-bearing beds are locally known as Jacutinga, from the fancied resemblance of the iridescent surface to the plumage of the Jacu bird. The denuded outcrops of the Jacutinga beds are generally covered with a thick sheet of coarse ferruginous conglomerate called " Canga." The connection between the manganese ore and the

Jacutinga and limestone is intimate, the entire thickness of strata between the two limestone beds consisting of oxide of iron and manganese mixed with quartz.

BORAX.

Approximately half the world's supply of borax is obtained from a single source in Chile, the Lake Ascotan, 15,000 feet above sea-level. Deposits of borate of lime occur at many other points in the highlands of Peru, Bolivia, and Chile. The mineral is mined at Ascotan from the shallow parts of the lake, where it is found in a layer 12 to 30 inches thick, underlying a hard and valueless protecting crust. The raw material is cut and left to dry in the sun and wind, preparatory to calcination. The crude mineral is thereafter refined to form bi-borate of soda—the borax of commerce.

BAUXITE.

Oxide of alumina, or bauxite, the commercial source of the metal aluminium, is a soft, porous rock existing in sufficient purity and in accessible situations at relatively few points. It is obtained in British Guiana in quantities up to 65,000 tons a year, and in Dutch Guiana about 173,000 tons a year is produced, forming together about one-fifth of the world production. If smelted, bauxite yields about 50 per cent. of metallic aluminium, and if converted into sulphate of aluminium has important uses in dyeing, tanning, and sewage purification. In a calcined form it affords abrasive materials of much value, and it serves also to make quick-setting cements and furnace linings.

CABLE FACILITIES.

Adequate cable facilities exist linking South America with the rest of the world.

The direct cables between South America and the United Kingdom are operated by the Western Telegraph Company, which is associated with Imperial and International Communications Limited, the great British Telegraph Combine.

Constant improvements are being effected with the progress of scientific research, and among the latest are the adoption of "regenerator working" and a new system known as "uneven channelling," both of which methods have contributed to greater speed and accuracy for cable communications.

Travellers in South America who wish to utilise the British routes of the Western Telegraph Company should mark their messages "Via Western Madeira" for Europe and "Via Western Union" for the United States of America and Canada.

In addition to the Full Rate and Deferred Rate messages, there is a cheaper class of traffic at one-third the full rate with a minimum charge for 20 words. This facility is known as the ZLT Service.

On the West Coast of South America, the West Coast of America Telegraph Company Limited operates the cable system.

From New York, All-America Cables Inc. operate services to Central and South America; Cuba; Puerto Rico and the West Indies using three duplexed cables from New York to Chile and Argentina.

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AIR SERVICES.

TRAVEL in South America has been facilitated of late years by the extensive development of aeroplane services. For several years now Government aeroplane services for the carriage of mails and light cargo have been operating. More recently a number of passenger-carrying services have been opened, making it possible to traverse in a few hours a distance which used to take many days. Most of these services are under the control of private and public companies, and are remarkably efficient considering the difficulties presented by the contour of the land and by the climatic conditions. Many of the cities, too, have their private companies or pilots, which make a business of taking patrons on short flights.

In the following list of services the latest information has been used, but it must be remembered that aviation in South America is still in its infancy, and that services are sometimes abruptly closed for one reason or another. The visitor who finds himself in any of the larger cities, and who wishes to make a hurried journey by air, should make enquiries at the local hotels and bureaux of information. The industry is growing so rapidly that many additional services will no doubt be available for the traveller during the coming year.

PAN-AMERICAN AIRWAYS, Inc. (Pan-American Grace Airways, Inc.), 122 East Forty-second Street, New York City.

Routes maintained by PAN-AMERICAN AIRWAYS :

(1) Miami, Havana, daily.

(2) Miami, Nassau, daily.

(3) Miami, Nuevitas (Cuba), Antilla (Cuba), Port au Prince (Haiti), San Pedro (Connection for Santo Domingo), San Juan (Puerto Rico), St. Thomas (Virgin Islands), St. Johns (Antilles), Pt. Castries (St. Lucia), Port of Spain (Trinidad), Georgetown (British Guiana), Paramaribo (Dutch Guiana), Cayenne (French Guiana), Belem (Para, Brazil), Sao Luiz (Maranhao, Brazil), Amarracao, Camocin, Fortaleza (Ceara), Arreia Branca, Natal, Recife (Pernambuco), Maceio, Bahia, Ilheos, Caravellas, Victoria, Rio de Janeiro, Santos, Paranagua, Florianopolis, Porto Alegre, Rio Grande do Sul, Montevideo (Uruguay), Buenos Aires (Argentina).

A regular weekly service is reported between Pará and Manáos. The distance is covered in less than 12 hours.

(4) Puerto Rico—Jamaica. San Juan (Puerto Rico), San Pedro (Dominican Republic), Santo Domingo (Dominican Republic), Port au Prince (Haiti), Kingston (Jamaica).

(5) Jamaica — Cuba — Haiti, shuttle service. Kingston (Jamaica), Santiago (Cuba), Port au Prince (Haiti).

(6) San Juan (Puerto Rico), Ponce (Puerto Rico), San Juan (Puerto Rico), St. Thomas (Virgin Islands), St. Croix (Virgin Islands).

(7) Miami, Havana, Cienfuegos, Kingston (Jamaica), Barranquilla (Colombia, with connections to interior of Colombia, Maracaibo, and La Guaira), Cristóbal (Canal Zone).

(8) Cristóbal (Canal Zone), Barranquilla (Colombia), Maracaibo (Venezuela), Coro, La Guaira, Maturin, Port of Spain (Trinidad).

(9) Cristóbal (Canal Zone), Turbo (Colombia), Medellin.

(10) Miami, Havana, Cozumel (Mexico), Merida, Payo Obispo, Belize (British Honduras), Puerto Barrios (Guatemala), San Salvador, San Lorenzo (Honduras), Managua (Nicaragua), San José (Costa Rica), David (Panamá), Panamá City, Cristóbal (Canal Zone).

Route maintained by PANAGRA (PAN-AMERICAN GRACE AIRWAYS, INC.) :

(11) Cristóbal, Panamá City, Buenaventura (Colombia), Tumaco (Colombia), Esmeraldes (Ecuador), B. de Caraquez (Ecuador), Manta (Ecuador), Santa Elena (Ecuador), Guayaquil (Ecuador), Puerto Bolivar (Ecuador), Tumbes (Peru), Talara, Paita, Piura, Chiclayo, Pacasmayo, Casa Grande, Cartavio, Trujillo, Chimbote, Nepeña, Huarmey, Paramonga, Lima, Cerro-Azul, Chincha, Pisco, Ica, Chala, Camana, Arequipa, Mollendo, Ilo, Tacna, Arica (Chile), Antofagasta, Ovalle, Santiago, Mendoza (Argentina), San Luis, Villa Mercedes, Laboulaye, Rufino, Junin, Buenos Aires, Montevideo (Uruguay).

(*See Advertisement.*)

Route maintained by COMPANIA MEXICANA DE AVIATION, S.A. :

(12) Brownsville (Texas), Tampico (Mexico), Mexico City, with a local service Tampico, Tuxpan, Veracruz.

(13) Brownsville, Tampico, Mexico City, Veracruz, San Jeronimo, Tapachula, Guatemala City, San Salvador, San Lorenzo (Honduras), Managua (Nicaragua), San José (Costa Rica), David (Panamá), Cristóbal (Canal Zone).

(14) Mexico City, Veracruz, Minatitlan, Villahermosa, Carmen, Campeche, Merida, Cozumel, Havana, Miami.

AIR FRANCE, 2 Rue Marbeuf, Paris.

Services : Mail, and passengers on certain routes.
Routes Flown :

(1) Buenos Aires, Montevideo, Pelotas, Porto Alegre, Florianopolis, Santos, Rio de Janeiro, Victoria, Caravellas, Bahía, Maceió, Pernambuco, Natal.

(2) Buenos Aires, Mendoza, Santiago.

(3) Bahia Blanca, San Antonio Oeste, Trelew, Comodoro Rivadavia, Puerto Deseado, San Julian, Santa Cruz, Rio Gallegos.

(4) Maracay, Chichiriviche, Coro, Maracaibo.

(5) Maracay, S. Fernando de Apure, Cuidad Bolivar, Upata, Guasipati, Tumeremo. Passenger and light freight.

Notes :—

Connection between Buenos Aires and Asuncion (Paraguay) by air is discontinued. From Buenos Aires air-mail letters are forwarded by train, which takes 48 hours.

From Santiago to Lima connection is assured by the Chilean and Peruvian National Air Lines, viz. :—

Wed. or Thurs.	Santiago	Tues. or Wed.
Friday 9 o/c.	Tacna	Mon. 17 o/c.
Friday 17 o/c.	Lima	Mon. 9 o/c.

From Tacna to La Paz connection is such that air-mail letters take 3 days from Buenos Aires to La Paz.

(*See Advertisement p.* 138.)

VENEZUELAN GOVERNMENT LINE.

Ciudad Bolivar to Maracay. Mail. Reported in suspense.

ARGENTINE CIVIL AVIATION LINE.

Services : Passengers and mail.
Routes Flown :

(1) From Tucumán to the valleys of Tucumán, Catamarca, and Salta.

The national director of Civil Aviation has placed a Ryan plane at the disposal of the Tucumán Aero Club, and it is reported that a continuous service of several flights daily is being maintained in these regions.

(2) Buenos Aires–Cordoba. Thrice a week service from 1st December, 1933.

It is reported that a concession has been granted to establish aerial transport services for passengers, mails and cargo between cities of the Argentine interior. The first line, to operate from December 15, 1933, connects Buenos Aires with Mar del Plata. There is a minimum of two round trips a week, with daily services during the summer months.

" SACO " (Servicio Aereo Colombiano).

Services : Passengers and small cargo.

Route Flown : Bogotá, Medellin, Daily, 90 minutes.

" SCADTA " (Sociedad Colombo Alemana de Transportes Aérios), Barranquilla, Colombia.

Services : Passengers, mail, and goods.

Routes Flown :

(1) Magdalena Line : Barranquilla, Calamar, Magangue, El Banco, Gamarra, Pto. Wilches, Barranca Bermeja, Puerto Berrio, La Dorada, Girardot, Bogotá, daily.

(2) Pacific Line : Barranquilla, Cartagena, Sautata, Quibdo, Istmina, Buenaventura, Tumaco, Guapi.

(3) Atlantic Line : Cienaga (Santa Marta), Barranquilla, Cartagena.

(4) Transversal Line : Barranquilla, Medellin, Cali, Buenaventura.

(5) Barranquilla, Cienaga.

(6) Barranquilla, Maracaibo.

(7) Bogotá, Medellin.

There are passenger and mail services also between Medellin and Colón (Panamá).

CHILEAN NATIONAL AIR SERVICE (Santiago, Chile).

Services : Passengers and mail.

Routes Flown :

Santiago-Arica (via Coquimbo, Ovalle, Vallenar, Copiapó, Antofagasta, María Elena, Iquique). Twice weekly.

Such has been the growth of the system that feeder lines have been established which serve Chañaral, Potrerillos, Calama, Maria Elena, Toco and Tocopilla, totalling an extension of 2,443 kilometres.

Along the present line are a chain of modern airports completely equipped with every facility, including radio. They are located at Arica, Iquique, Calama, María Elena, Antofagasta, Potrerillos, Chañaral, Copiapó, Vallenar, Ovalle, La Serena, Quinteros, Santiago. There are airports also at Chillán, Temuco, Puerto Montt, Puerto Aysen and Magallanes, but this service has been suspended.

LLOYD AERO BOLIVIANO. Cable Address, " Lloydaero," Cochabamba, Bolivia. This company covers Eastern Bolivia with over 3,000 Kilometres of regular air lines.

Services : Passengers, mail, and goods.

Routes Flown Regularly : *Km.*

(1) Cochabamba-Vallegrande-Santa Cruz - - - 490

(2) Santa Cruz-Roboré-Puerto Suárez - - - 750

(3) Santa Cruz-Charagua-Villa Montes-Yacuiba - 600

(4) Cochabamba-Todos Santos-Trinidad - - - 450

(5) Cochabamba-Sucre - - - - - - 240

Routes Flown Occasionally :

(6) Cochabamba-Oruro-La Paz - - - - 380

(7) Sucre-Potosí - - - - - - - - 100

Special flights are also made on request to Uyuni, Potosí and Tarija.

(8) La Paz-Rio de Janeiro. Reported that a service is occasionally run. Boliviano 'planes fly to Puerto Suárez, where connection is made with the Condor Company's 'planes, and once a fortnight from Puerto Suárez to Corumba.

Note :—According to the latest information the only definite air service is that between Cochabamba and Santa Cruz, but a scheme is on foot for 'planes to fly from Lima to La Paz, and thence to Oruro, Uyuni, and Antofagasta, and *vice-versa*.

CORPORACIÓN AERONAUTICA DE TRANSPORTES, S.A. (5 de Mayo 6 A., Mexico, D.F.)

Services : Passengers, mail, and goods.

Routes Flown :

(1) Transcontinental : Mazatlan, Sin.-Brownsville, Texas via Dimas, Durango, Torreon, Parral, Saltillo, Monterrey, Matamoros.

(2) Central : Mexico City-El Paso, Texas via Queretaro, Leon, Aguascalientes, Zacatecas, Torreon, Parral, Chihuahua, Ciudad Juarez.

BRAZILIAN GOVERNMENT LINE.

The Government of Brazil has inaugurated an air-mail service betwen Rio de Janeiro and San Paulo, and on to Campo Grande, in Matto Grosso. (This service connects with the air-line between Campo Grande and Cuyaba, capital of Matto Grosso, maintained by Condor.) Military 'planes leave the capital on Mondays, Wednesdays and Fridays at noon and arrive at San Paulo three hours later ; the return trip is made on Tuesdays, Thursdays and Saturdays.

A new air-line is under consideration extending from Bello Horizonte (State of Minas Geraes) to Fortaleza (State of Ceará), a distance of 2,600 km., with calls at Curvello, Pirapora, Januaria, Coumbaba, Lapa, Rio Branco, Remanso, Joazeiro (Bahia), Salgueiro, Crato, Joaseiro (Ceará), Igatú, Serra dos Borges, Quixadá, and Barra do Rio Grande (Ceará).

THE CONDOR SYNDICATE, Rua da Alfandega, Rio de Janeiro. Telegrams, " Syncondor."

Services : Passengers, mail, and goods.

Routes Flown :

(1) Rio de Janeiro, Santos, Paranaguá, S. Francisco, Florianopolis, Laguna, Porto Alegre, Pelotas, and Rio Grande.

(2) Rio de Janeiro, Natal. Calls are made at Campos, Victoria, Caravellas, Belmonte, Ilhéos, Bahía, Aracajú, Maceió, Recife, and Parahyba.

(3) Rio de Janeiro-La Paz. *See* under " Lloyd Aero Boliviano."

(4) Corumba to Cuyaba, by Hydroplane, weekly. Corumba is also visited every two weeks by a Lloyd-Boliviano plane from La Paz, calling also at Puerto Suárez.

(5) Cuyaba, Campo Grande.

EMPRESA DE VIAÇÃO AEREA RIO GRANDENSE.

Routes Flown :

(1) Porto Alegre-Livramente.

(2) Porto Alegre-Uruguayana.

This line operates in conjunction with the Condor.

PERUVIAN AIR SERVICE, Lima, Peru.

Services : Passengers, mail, and goods.

Routes Flown :

(1) San Ramon, Pto. Bermudez, Masisea, Contamana, Orellana, Requena, Iquitos.

A machine leaves Iquitos for Contamana and Masisea every week. In Masisea mails and passengers are transferred to an aeroplane which covers the distance between Masisea and San Ramon. From San Ramon passengers and mails are conveyed by motor-car to the railway station at Oroya and thence by rail to Lima. Time taken from Lima to Iquitos, two days.

(2) Moyobamba-Iquitos, viâ Yurimaguas.

(3) Lima, Talara. Air mail.

(4) Lima, Arequipa, Tacna. Air mail.

FAUCETT AVIATION COMPANY, Hotel Bolívar, Lima.

Services : Passengers, mail, and goods.

Routes Flown :

Northwards : Lima, Chimbote, Trujillo, Pacasmayo, Chiclayo, Piura, Paita, and Talara.

Southwards : Lima, Cañete, Chincha, Pisco, Ica (daily, except Sundays).

Special trips by arrangement.

CAMPANIA NACIONAL CUBANA DE AVIACION. Havana. Bought by Pan-American Airways, but operated independently.

Routes Flown :

(1) Havana, Cienfuegos, Santa Clara, Moron, Camaguey, Manzanillo, Santiago de Cuba, Guantanamo.

(2) Santiago, Antilla, Cayo-Mambi, Baracoa.

GUATEMALAN GOVERNMENT LINE, Guatemala City, Guatemala.

Services : Passengers and mail.

Routes Flown :

(1) Guatemala City, Mazatenango, Retalhuleu, Coatepeque, twice weekly.

(2) Guatemala City-Quezaltenango, daily except Monday.

There are services from Guatemala City to Cobán, daily ; to Salamá, three times a week ; to Flores, on Mondays ; and to Rabinal, on request.

PUERTO RICO AIRWAYS, San Juan, Porto Rico.

Services : Passengers and goods.

Route Flown :

(1) San Juan-Ponce.

PANAMÁ GOVERNMENT LINE.

A national air-mail and passenger service is provided by the Government between Panamá City and David. 'Planes leave Paitilla airport on Mondays, Wednesdays and Fridays for David via Chitre, Aguadulce, Santiago and Lajas, and return on the same day. Accommodation for one or two passengers can be provided.

ISTHMIAN AIRWAYS, Inc.

Services : Passengers and goods.

Route Flown :

(1) Balboa inner harbour, Cristóbal (Colón), daily. Distance, 47 miles. Fare, $10.00 per person ; round trip, $15.00. Three daily transits each way.

Passengers arriving at Canal Zone ports have an opportunity during the stay of the ship at the port or during the canal transit of the vessel to cross the Isthmus by seaplane.

CÍA. TRANSPORTES AÉREOS HONDUREÑOS, Tela, Honduras.

Services : Passengers, mail, and goods.

Routes Flown :

(1) Tegucigalpa, San Pedro Sula, Santa Rosa, Santa Barbara, Octepeque, Intibuca, San Salvador, Choluteca, La Paz, La Ceiba, Trujillo, Yoro, and San Lorenzo.

(2) Messrs. Gordon & Scholes run an irregular service from Tela to the Atlantic coast and other points.

Services are also flown by the **"Transportes Centro-Americano"** and the **"Empresa Leon."** There is a bi-weekly service from Tegucigalpa to the port of Amapala and another bi-weekly service to Managua (Nicaragua). A service is also flown to San Lorenzo, connecting there with the Pan-American 'planes. There are now 24 airports in various parts of the Republic, and it is possible to charter a special 'plane at the Capital to reach any one of them or to visit any of the Central American capitals.

The following Air Service is also reported :

PARAGUAY : Ascunción to San Bernardino.

"GRAF ZEPPELIN."

During months of July to September (inclusive) there is a fortnightly service from Rio de Janeiro to Pernambuco and Europe, leaving Rio on alternate Thursdays.

BOOKS RECOMMENDED.

GENERAL.

South America: A Continent of Contrasts. By KASIMIR EDSCHMID. Thornton Butterworth. 21s. net. 1932.

Southern Cross to Pole Star. By A. F. TSCHIFFELY. William Heinemann. 15s. net. 1932. Published in the U.S.A. under the title, **Tschiffely's Ride.**

South American Meditations. By COUNT HERMAN KEYSERLING. Cape, 1932. 18s.

Modern South America. By C. W. DOMVILLE FIFE. Seeley, Service & Co., 1932. 21s. net.

Latin American Problems. Their Relation to our Investors' Billions. By THOMAS F. LEE. Brewer, Warren & Putnam. New York, 1932.

Eight Republics in Search of a Future. By ROSITA FORBES. Cassell. 1933. 8s. 6d. net.

Impressions of South America. By ANDRÉ SIEGFRIED. Jonathan Cape, 1933. 5s. net.

America Hispana. By WALDO FRANK. Scribners, 1932. 16s. net.

The Coming of South America. By HENRY KITTREDGE NORTON. Allen & Unwin, 1933. 15s. net.

South America. By CLARENCE F. JONES. Allen & Unwin, 1930. 21s. net.

A History of South America. By CHARLES EDMOND AKERS. John Murray Re-issue, 1932. 21s. net.

South America. An Economic and Regional Geography with an Historical Chapter. By E. W. SHANAHAN, M.A., D.Sc.Econ. Methuen & Co., London, 1927. 318 pp. 50 Maps and Diagrams. 14s. net.

The subject is considered from a geographer's point of view. Political boundaries take a second place, and a clear view is presented of the divisions into which the continent naturally falls.

South America. Observations and Impressions by JAMES BRYCE. 611 pages and Maps. Macmillan & Co., London, 1920. 20s. net.

The work is invaluable to those who would see South America in its relation to the past, the present, and the future.

If You Go to South America. By HARRY L. FOSTER. John Lane, London. 1928. 443 pp. Illustrations and Maps. 10s. 6d. net.

More graphic and light than most guide books and written for an American public, this work aims at removing misconceptions no less than at furnishing helpful information.

Latin America in World Politics. An Outline Survey. By J. FRED RIPPY. Allen & Unwin, 1929. 15s.

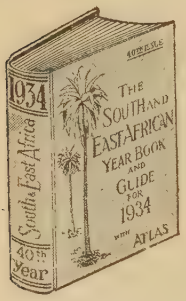
This book, by an American author, deals with the past and present attitude of Great Britain, France, Germany, and the United States to the South American Republics.

History of Latin-America. By HUTTEN WEBSTER, Ph.D., Professor in the University of Nebraska. Coloured Maps, Photographs, etc. 243 pp. D. C. Heath & Co., London, 1924. 6s net.

Intended primarily for use in North American schools and colleges.

Rise of the Spanish American Republics. By W. S. ROBERTSON. D. Appleton & Co. 16s. net.

The story of the lives of the liberators.



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History of the Latin-American Nations. By W. S. ROBERTSON. D. Appleton & Co. 18s. net.

A history from the earliest times to the present day.

A Traveller of the Sixties. Being Extracts from the Diaries kept by the late Frederick James Stevenson of his journeyings and explorations in Brazil, Peru, Argentina, Patagonia, Chile, and Bolivia during the years 1867 1869, selected, arranged, and edited with a memoir by DOUGLAS TIMINS. Constable, 1929. 12s. 6d.

The New Map of South America. By HERBERT ADAMS GIBBONS, Ph.D., Litt.D., F.R.Hist.S. Jonathan Cape, 1929. 12s. 6d.

Most of the book deals with the natural resources and conditions of South American countries, but its purpose is to induce readers to study the problem of Pan-American relations.

Commercial Travellers' Guide to Latin America. By ERNEST B. FILSINGER, Department of Commerce, the Bureau of Foreign and Domestic Commerce. Government Printing Office, Washington, 1931. 620 pages and Maps. $1.50.

Seeing South America. The Pan-American Union. 6th Edition. 25 cents.

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The Year Book of Brazil, 1932. Issued by the British Chamber of Commerce in Sao Paulo. Messrs. Radclyffe, 65, Victoria Street, London agents. 5s. net.

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The Handbook of the British West Indies, British Guiana, and British Honduras, 1929-30, compiled by Sir Algernon Aspinall. Obtainable at the West India Committee Rooms, 14 Trinity Square, E.C.3. 5s.

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Year Book of the Bermudas, the Bahamas, British Guiana, British Honduras, and the British West Indies. Published by the Canadian Gazette, 330 Gresham House, Old Broad Street, E.C.2, 1933. 7s. 6d. net, or post free, 8s. 3d., abroad, 8s. 6d.

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(3) Hamburg, London, Antwerp and Havre to Pará, Manáos, Maranhão, Cajueiro and Ceará via Leixões and Lisbon, returning via Portugal. Sailings : six-weekly.
(4) Liverpool to Iquitos (Peru) via Leixões and Lisbon, returning via Portugal Direct sailings irregular ; with transhipment monthly.
(5) New York to Pará, Maranhao, Ceará, Pernambuco, Maceió, Cabedello, Natal, and Cajueiro, returning to New York via Ceará, Pará and Manáos. Sailings : fortnightly.
(6) New York to Bahia, Rio de Janeiro, Santos, Rio Grande do Sul, São Francisco, Paranaguá, and Victoria, returning to New York via Pernambuco, Ceará and Pará. Sailings : monthly.
(7) New York to Iquitos (Perú) via Pará and Manáos, returning via Manáos and Pará. Direct sailings irregular ; with transhipment monthly.

The British & Argentine Steam Navigation Co., Ltd.

Head Office : 53 Leadenhall Street, E.C.3.
Agents : Furness, Withy & Co., Ltd., Cardiff, Newcastle, etc. Houlder Brothers and Co., Ltd., Liverpool, and all South American ports.
Regular service between London, Liverpool, Argentina and Uruguay.

Conference Weir Line.

Chadwick, Weir & Co. (Argentina), Ltd., 25 de Mayo, 516, Buenos Aires, and at Montevideo, Rosario, and Bahia Blanca.
Cargo Service : Calcutta–River Plate.

Cuban Line.

London : Ernest Bigland & Co., Ltd., Bevis Marks House, E.C.3.
Services : Antwerp, Hull, London to Cuba and Mexico.

Donaldson South American Line, Ltd.

Head Office : 14 St. Vincent Place, Glasgow.
Routes : Glasgow and Liverpool to Montevideo and Buenos Aires.
Sailings : Approximately monthly. No passengers are carried.

Houston Lines-

R. P. Houston & Co., London : 4 St. Mary Axe, E.C.3.
Services : Canada and New York to River Plate.

THE BERWIND-WHITE COAL MINING CO.

COLLIERY PROPRIETORS AND SUPPLIERS TO THE DOMESTIC AND EXPORT MARKETS OF

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Duluth, Minn. Superior, Wisconsin.

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Salisbury House,
LONDON, E.C.2.

R. P. Houston & Co., Ltd.

Head Office: 10 Dale Street, Liverpool.
Cargo Services: Glasgow and Liverpool direct to Montevideo and Buenos Aires. Occasional service to Rosario, Bahia Blanca, and other River Plate ports.

Elders and Fyffes, Ltd.

Fyffes Line.

Head Office: 31–32 Bow Street, Covent Garden, London, W.C.2.
Passenger Services. No. 1: Fortnightly, Avonmouth—Barbados, Trinidad, La Guaira (Venezuela), Cristóbal (Panamá), Port Limon (Costa Rica) and Jamaica.
No. 2: Avonmouth, Jamaica, Santa Marta (Colombia), La Guaira (Venezuela), Trinidad and Barbados.
Both services occasionally include calls at Bermuda—No. 1 outwards, No. 2 homewards.
Also regular sailings from Swansea or Liverpool of cargo type of steamer to Jamaica; Tela, Puerto Cortez, Puerto Castilla (Honduras); Puerto Barrios (Guatemala) and Santa Marta (Colombia).
Through bookings via Jamaica, Bermuda, Barbados and Trinidad to the Bahamas, Cuba, Hayti, Windward and Leeward Islands, and Pacific Ports of Central and North America.
The fleet does not carry cargo outwards.
First class only—no inside rooms. [*See p.* 552]

Harrison "Direct" Line Steamers.

Agents: Prentice, Service & Henderson, 175 West George Street, Glasgow, C.2.
Brokers: Henry Langridge & Co., 16 Great St. Helen's, London, E.C.3.
Regular passenger and cargo service; London to Barbados, Trinidad, other W.I. Islands and Demerara.
Monthly cargo service: Glasgow to the destinations above.
(See also Thomas and James Harrison.)

Thos. & Jas. Harrison.

Head Office: Mersey Chambers, Liverpool. London: Dock House, Billiter Street, E.C.
Services: To Pernambuco, Maceió, Cabedello, Aracaju, Natal, Barbados, Trinidad, and other W.I. Islands. Demerara, La Guaira, Puerto Cabello, Curaçao, Puerto Colombia, Cartagena, Cristóbal (with transhipment via Panamá Canal to West Coast Central, and South America and Mexico), Puerto Cortes, Puerto Barrios, Livingston and Belize, Kingston (Jamaica), Bermuda, and Nassau. Puerto Mexico, Vera Cruz, Tampico, and Progreso.

Furness Lines.

Head Office: 56 Leadenhall Street, London, E.C.3.
Services: Passenger and Cargo, New York-Bermuda; New York-Trinidad and Demerara; calling at Leeward and Windward Islands.

Houlder Brothers & Co., Limited.

Head Office: 53 Leadenhall Street, E.C.3.
Fast weekly service from London and Liverpool alternatively, to River Plate ports by steamers of the Houlder Line, Limited, and Furness-Houlder Argentine Lines, Ltd. Also from South Wales, fortnightly; returning from Buenos Aires, La Plata and Montevideo to London, Liverpool, Manchester and Continental ports.

Lamport and Holt Line.

Liverpool, Brazil & River Plate Steam Navigation Co., Ltd.

Head Office: Royal Liver Building, Liverpool.
Rio de Janeiro Office: 46 Avenida Rio Branco. Buenos Aires Office: Calle Sarmiento 329. There are agents in the principal towns of Argentina and Brazil, and also at Valparaiso and Lima.
Fleet: 28 boats of a gross tonnage of 187,648 (excluding tugs, etc.).
Routes: (1) From Liverpool and Glasgow, to Brazil, via Portugal.
(2) From Liverpool and Glasgow to the River Plate, via Spain.
(3) From Middlesborough, and London to the River Plate.
(4) From New York to North Brazil, and vice versa.
(5) From New York to Brazil and vice versa.
(6) From River Plate and Brazil to the United Kingdom and/or Continent, via Canary Islands, Portugal, and Spain.

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TITLESTAD & HAUGER, Prinsensgate 2, Oslo, NORWAY.

CURT W. GEBERT, 11 Elbhof Steinhoft 9 Hamburg, GERMANY.

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Berths and
Jetties

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CARDIFF
Telegrams:
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'Phone—5103

Sailings: The service from the United Kingdom to South America is fortnightly and from New York to South America monthly.
Voyage from the United Kingdom to Buenos Aires, approx. 23 days.

Leyland Line.

Frederick Leyland and Company, Ltd.

Head Office: 27 and 29 James Street, Liverpool.
Sailings: Liverpool to Barbados, Trinidad, San Fernando, La Guaira, Puerto Cabello, Curaçao, Puerto Colombia, Cartagena; Colón and Cristóbal for Pacific ports, Limon (Costa Rica). Glasgow and Liverpool to Bermuda, Nassau, Kingston (Jamaica), Vera Cruz, Tampico, Progreso, and Puerto Mexico. Also Homeward Service from the above ports to Havre, and Liverpool.

Nitrate Producers' Steamship Co., Ltd.

Head Office: Billiter Street, London, E.C.3.
Routes: (1) Tyne and Bristol Channel ports to the West Coast of South America, via the Magellan Straits, and thence to the United States; (2) West Coast of South America to U.K. and Continent. Cargo: Nitrate, etc.

The Pacific Steam Navigation Company.
(Incorporated by Royal Charter, 1840)

Head Office: Goree, Water Street, Liverpool 3.
Telegrams: "Pacific," Liverpool.
Telephone: Bank 9150 (14 lines).
Chairman: William Lewis.
General Manager: Ed. James. Assistant Manager: Albert Whiteside. Secretary: Thos. T. Ford.
Fleet: 18 vessels, with a gross tonnage of 148,246 tons (including tugs, launches).

ROUTES OF THE PACIFIC STEAM NAVIGATION COMPANY.

Mail, Passenger, and Freight Services:—
Liverpool.—La Rochelle Pallice, Santander, Coruña, Vigo, Bermuda, Nassau, Havana (Cuba), Cristóbal C.Z., Balboa (Panamá), and West Coast of South America.
Liverpool.—La Rochelle Pallice, Santander, Coruña, Vigo, Rio de Janeiro, Montevideo, Port Stanley (Falkland Islands), Magallanes, West Coast of South America; returning to England via Panamá Canal, Cuba, Spain, and France.
Freight Services from Liverpool.—Glasgow, Swansea, London, Hull, Middlesbrough, and Antwerp to East and West Coasts of South America, via Panamá Canal and/or Straits of Magellan.
Local Passenger and Freight Services:—
Cristóbal to Central American Pacific ports. [*See pp.* ix-xii]

ROYAL MAIL LINES, LIMITED.

Head Office: Royal Mail House, Leadenhall Street, London, E.C.3.
Telegrams: Roymailine Stock, London.
Telephone: Royal 9120 (15 lines).
General Manager: P. G. M. Mitchell. Manager: C. C. Barber.
Secretary: D. I. Conradi, F.C.I.S.
Fleet: 39 vessels, with a gross tonnage (including tugs, launches, etc.) of 345,440.

SOUTH & CENTRAL AMERICAN AND WEST INDIES ROUTES OF ROYAL MAIL LINES, LIMITED.

Passenger and Freight Services.

(1) Between Southampton, France, Spain, Portugal, Madeira, St. Vincent, Pernambuco, Bahia, Rio de Janeiro, Santos, Montevideo and Buenos Aires by "A" Class Vessels.
(2) Between London, France, Spain, Portugal, Canary Islands, Pernambuco, Rio de Janeiro, Santos, Montevideo and Buenos Aires by "Highland" Vessels.
(3) Between Liverpool, Rio de Janeiro, Santos, Montevideo, Buenos Aires and Rosario (with limited passenger accommodation only).
(4) From London and/or Swansea to Bermuda, Jamaica, Curaçao, Puerto Colombia and Cristóbal, and North Pacific Coast Ports.
(5) From Vancouver, Seattle, Portland, San Francisco and Los Angeles to Cristóbal, Liverpool, Southampton, London and Rotterdam.
(6) From London to Bermuda, Nassau, Jamaica and Haiti, returning to Continental and United Kingdom Ports.

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Dry Dock Owners, Ship Repairers and Foundry Proprietors, etc.

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Compact and Well-Placed Yards at each Port.

CARDIFF Dry Dock 600 ft. long will take Vessel 57 ft. beam
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NEWPORT Dry Dock 413 ft. long will take Vessel 57 ft. beam

Makers of Cast Iron Propellers of all sizes.

TELEGRAMS:—

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BARRY	"BAILEY," BARRY.
NEWPORT	"BAILEY," NEWPORT.

Vessels entering Wet Docks only for Repairs in Dry Dock pay small Locking Fee instead of usual Tonnage Dues.

Freight Services.

(7) Middlesborough, Hull, London, Cardiff, Newport and Swansea to Pernambuco Maceió, Bahia, Rio de Janeiro, Santos, Rio Grande do Sul, Porto Alegre and Paranagua.

(8) Regular four-weekly sailings from London to Curaçao (for Maracaibo), Puerto Colombia (for Barranquilla) and Cartagena and fortnightly to Cristóbal (for Panama City and Central American, Atlantic and Pacific Ports).

(9) Regular four-weekly sailings from Porto Alegre, Rio Grande do Sul, Florianopolis, São Francisco do Sul, Paranagua, Santos. Rio de Janeiro, Victoria, Bahia and Pernambuco to Continent and United Kingdom.

(10) Regular fortnightly service from Cristóbal to Liverpool, Southampton, London and Rotterdam.

(11) Regular sailings from Rosario, Buenos Aires and Montevideo to Canary Islands and Liverpool.

[*See pp.* v-ix.]

Prince Line, Ltd.

Head Office : 56 Leadenhall Street, London, E.C.3.

South American Services : New York to and from Brazil and River Plate ports, fortnightly (passengers and freight) ; Boston and New York to and from River Plate, four-weekly ; Brazil to New York and Boston, four-weekly ; New York to Brazil, monthly.

Shaw Savill and Albion Company, Ltd.

Head Office : New Zealand Chambers, 34, Leadenhall Street, London, E.C.3.

Monthly passenger steamers from Southampton to Panamá and New Zealand, with transhipment for the South American West Coast.

ARGENTINE.

Argentine Navigation Company (Nicolás Mihanovich), Ltd.

(See also Uruguayan Navigation Co., Ltd., and Sud Atlantica Co.)

Buenos Aires : Calle Cangallo 300. Branches at Rosario, Asunción, Posadas, La Plata, Santa Fé and Mar del Plata.

South American Fleet : 43 passenger steamers, 35 cargo vessels, 76 tugs, etc.

Passenger Services : Nightly in either direction between Buenos Aires and Montevideo.

Alto Paraná service between Montevideo, Buenos Aires, Corrientes, Posadas and Iguazú Falls ; bi-weekly to Corrientes, weekly from Corrientes to Posadas and weekly from Posadas to Iguazú Falls (bi-weekly in the season). Rosario and Corrientes, weekly.

Paraguay Line : To Asunción and Corumbá ; bi-weekly service to Asunción and fortnightly from Asunción to Corumbá.

Buenos Aires to Santa Fé service : Weekly. Buenos Aires to Salto service : Four times weekly.

Buenos Aires to Gualeguaychu : Bi-weekly. Buenos Aires to Carmelo : Bi-weekly. Also regular cargo services.

" Argentina " Cia General de Navegación, S.A.

Buenos Aires : A. M. Delfino y Cia., 439 Florida.

Passenger and cargo services : Buenos Aires and Patagonian ports—San Antonio, Madryn, Camarones, Comodoro Rivadavia, Deseado, San Julian, Santa Cruz, Gallegos, and Magallanes.

Compañia Mercantil y de Transportes " Domingo Barthe."

Head Office : Bolivar 144, Buenos Aires.

Passenger service between Buenos Aires, Asunción, Posadas, and Iguazú.

S.A. Importadora y Exportadora de la Patagonia.

Head Office: Avenida Roque Saenz Peña, Buenos Aires.
Fortnightly, Buenos Aires to Magallanes, and intermediate ports.

Sud Atlantica.

Soc. Anon. de Navegación.

(See also Argentine Navigation Co. (Nicolás Mihanovich), Ltd., and Uruguayan Navigation Co., Ltd.)
Head Office: Calle Cangallo 300, Buenos Aires.
Services: (cargo only) Buenos Aires to Mar del Plata, Buenos Aires to Patagones Buenos Aires to Porto Alegre.

BELGIAN.

Cie Royale Belgo-Argentine, S.A.

Head Office: 8 rue de Bordeaux, Antwerp.
Buenos Aires: Bunge & Born, Ltd., Av. Leandro N. Alem, 510.
Rio de Janeiro: Chargeurs Réunis, 11 and 13, Avenida Rio Branco.
Santos: Chargeurs Réunis, Rua 15 de Novembro, 186.
Regular Service: Belgian, Brazilian and River Plate ports.

Compagnie Maritime Belge, S.A.
(Lloyd Royal.)

Head Office: 61 Rempart St. Catherine, Antwerp. London: 101 Leadenhall Street.
Regular cargo and passenger service from Antwerp and Continental ports to Belgian Congo, East Africa, New York, Brazil, and River Plate.

Cie de Navigation Sud-Atlantique Belge, S.A.

Head Office: 8, rue de Bordeaux, Antwerp.
Rio de Janeiro: Chargeurs Réunis, 11 & 13, Avenida Rio Branco.
Santos: Chargeurs Réunis, Rua 15 de Novembro, 186.
Buenos Aires: Mr. André Boyer, 433, Reconquista.
Regular Service: Belgian, Brazilian and River Plate ports.

BRAZILIAN.

Amazon River Steam Navigation Company (1911).

Head Office: Caixa Postal 469, Pará.
London Correspondents: Binder, Hamlyn & Co., 12 South Place, E.C.2.
Chief Services: From Pará, weekly or more to Manáos; fortnightly to Port Velho; monthly to Iquitos, Cobija, Oyapock. From Manáos, monthly to Santa Isabel, Castello.

Companhia Commercio e Navegação.
(Pereira Carneiro & Cia, Ltda.)

Cargo services along the Brazilian coast.

Companhia Maranhense.

Coastwise from Maranhão to Pará.

Companhia Nacional de Navegação Costeira.

Head Office: Caixa do Correio 1032, Rio de Janeiro.
Sailings: Coastwise all Brazilian ports; bi-weekly calls.

Companhia Navegação Bahiana.

Service from Bahia by 4 coastal boats to ports in the South of the State of Bahia; also to the three larger ports in the Bay of Bahia, Cachoeira, Nazareth, and Santo Amaro.

Companhia de Navegação S João da Barra e Campos.

Service on the Parahyba River.

Companhia de Viação São Paulo—Matto Grosso.

Head Office: Rua Senador Feijó 4, São Paulo.
500 kilometres trade route between São Paulo and Matto Grosso. Ferry-boat across the Paraná River at Porto Tibiriça. Regular steamship navigation on the Paraná and tributary rivers.

Lloyd Brasileiro.

Head Office: Rio de Janeiro.
Transantlantic Services: Hamburg, New Orleans, Houston, Jacksonville, New York to Santos, and vice versa.
Coastal and River Passenger Services: Manáos–Buenos Aires; Santos-Belem; S. Francisco-Tutoya; Rio-Penedo-Laguna; Rio-Porto Alegre; Corumbá-Montevideo; Lagôa Mirim from Rio Grande do Sul; Recife-Porto Alegre. Various cargo services.

Lloyd Nacional.

Head Office: Avenida Rio Branco, 20, Rio de Janeiro.
Cargo Services: Rio–Porto Alegre; Porto–Alegre–Cabedello; São Francisco-Tutoya; São Francisco–Para.

Empreza de Navegação Hoepcke.

Passenger and Cargo services between Rio and ports of Santa Catharina.

Sociedade Brasileira de Cabotagem, Limitada.
(Aapro & Cia.)

Cargo services along Brazilian Coast.

CANADIAN.

Canadian National Steamships.

Head Office: Montreal. London: 17–19 Cockspur Street, S.W.1.
Passenger, Mail, and Freight Services: Montreal and Halifax via Hamilton, Nassau, Kingston to Belize; also via Bermuda, St. Kitts, Nevis, Antigua, Montserrat, Dominica, St. Lucia, Barbados, St. Vincent, Grenada, Trinidad to Demerara; freight steamers, Montreal and Halifax to Rio de Janeiro, Santos and Buenos Aires.

CHILEAN.

Compania Chilena de Navegacion Interoceanica.

Head Office: Calle Blanco 891, Valparaiso.
Services: Passenger and Cargo Services extending from Arica on the west, to the River Plate and Rio de Janeiro on the east, with regular voyages via the Panamá Canal and (less often) via Magallanes, to New York and Great Britain.

Compañia Sud Americana de Vapores.

Head Office: Valparaiso, Calle Banco 895.
Weekly between Corral, Valparaiso, and Guayaquil (Ecuador), calling at intermediate ports.

Sociedad Anónima Ganadera and Comercial "Menéndez-Behety."

Head Office: Magallanes, Magellan Territory. Agency at Valparaiso: Vorwerk & Co., Calle Prat, 772.
Passengers and Cargo: Magallanes–Valparaiso, and intermediate ports.

Sociedad Anónima Maritima Chilena
(S. A. Gonzales, Soffia & Cia.)

Head Office: Valparaiso, Calle Blanco 582/6, P.B. 1637.
Weekly service between Valparaiso and Arica, calling at Coquimbo, Huasco, Caldera, Chañaral, Taltal, Antofagasta, Tocopilla, and Iquique.

Soc. Anon. Com. Braun & Blanchard.

Head Office: Valparaiso, Calle Blanco, 891. Branches: Magallanes, Puerto Montt, Puerto Natales.
Services: Three-weekly passenger and cargo service between Arica and Magallanes. Weekly cargo and passenger service between Coronel and Arica.

Soc. Maritime y Comercial.
(R. W. James y Cia.)

Head Office: Pasaje Ross, 51, Valparaiso.
Services: Regular services between Talcahuano and Iquique.

COLOMBIAN.

The Colombia Railways and Navigation Co., Ltd.

London Office: Finsbury Court, London, E.C.2.
Head Office in Colombia: Barranquilla.
Between Barranquilla, Cartagena and La Dorada, Beltran, and Girardot.
Passenger and cargo transport on the Cartagena–Calamar Railway and on the Magdalena River and branches.

Compañia Antioqueña de Transportes.

Head Office: Medellin.
Fourteen steamers on Magdalena River; Barranquilla–Girardot.

COSTA RICAN.

Empresa de Transportes Maritimos del Golfo de Nicoya

Gulf ports and tributary rivers.

CUBAN.

Empresa Naviera de Cuba, S.A.

Head Office: Havana.
Regular service from Havana to other Cuban ports; also to Porto Rico, the Dominican Republic and Haiti.

Isle of Pines Steamship Co.

Nueva Gerona, Isle of Pines, Cuba.

Sailings: Leaving Isle of Pines daily (Saturdays excepted) for Batabanó (Cuba). Returning daily (Sundays excepted).

DANISH.

Det Forenede Dampskibs-Selskab A/S. (United Steamship Co., Ltd.).

Head Office: Copenhagen.
Sailings fortnightly of fast motor vessels of 7,000–10,000 tons, from Buenos Aires, Santos, Rio de Janeiro, Bahia to Copenhagen, Scandinavia, and Baltic.

DUTCH.

Halcyon Lijn.

Head Office: Rotterdam.
Services: With cargo monthly, Rotterdam–Hamburg–River Plate.

Haven Line.

Head Office: Rotterdam.
Services: Antwerp to Montevideo, Buenos Aires and Rosario fortnightly.
Antwerp Agency: Compagnie Transatlantique Argentine, 26 Rue Arenberg, Antwerp.

Holland America Line.

Head Office: Rotterdam.
Cargo Service: From Rotterdam and Antwerp, to Havana, Vera Cruz and Tampico.
Passenger and Cargo Service: In conjunction with the Royal Mail Steam Packet Company from Rotterdam, London and Swansea to Kingston, Curaçao, Puerto, Colombia, Cartagena, Panamá Canal, and with transhipment to Central American and Mexican Pacific ports.

Koninklijke Hollandsche Lloyd.

Head Office: Oosteliike Handelskade 12, Amsterdam (Centrum).
London Agents: Wm. H. Müller & Co., Ltd., Lower Thames Street, London, E.C.3. D. H. Drakeford, General Passenger Agent for Great Britain, 60 Haymarket, S.W.1.
Passenger and Freight Services: Fortnightly to Brazil, Uruguay, and Argentina.
Freight Services: (a) Three-weekly to Brazil; (b) Three-weekly to South Brazil and River Plate. [*See p.* 160.]

Koninklyke Nederlandsche Stoomboot Maatschappy N.V. (Royal Netherlands Steamship Co.).

Head Office: Amsterdam.
West Indian and Pacific Services:
Colón Line: Fortnightly from Hamburg, Amsterdam, Dover, Boulogne to Barbados, Trinidad, La Guaira, P. Cabello, Curaçao, P. Colombia, Cartagena, Cristóbal, P. Limón.
Surinam Line: Three-weekly from Amsterdam, Dover to Madeira, Paramaribo, Demerara, Barbados, Trinidad, Venezuelan ports, Curaçao, Port au Prince, New York.
South Pacific Line: Every three weeks Hamburg, Antwerp, Rotterdam and Amsterdam to Curaçao, Panamá, Guayaquil, Paita, Pimentel, Salaverry, Callao, Mollendo, Arica, Iquique, Antofagasta, Coquimbo, Valparaiso, San Antonio, Talcahuano, Corral.
Guatemala Line: Fortnightly from Hamburg, Bremen, Amsterdam to Porto Rico, Aux Cays, Kingston, Santiago de Cuba, Port au Prince, Cap Haitien, P. Plata, San Pedro de Macoris, San Domingo City, P. Barrios and Livingston.
Curaçao Line: Fortnightly from Amsterdam to Curaçao, Santa Marta, and irregular services to Barbados, Trinidad, La Guaira, P. Cabello, Aruba, Puerto Colombia Cartagena, and other West Indian ports.

Rotterdam-Zuid Amerika Lijn.

Head Office: Rotterdam.
Regular sailings from Hamburg and Rotterdam to Montevideo and Buenos Aires (limited accommodation for passengers), and from Antwerp and Rotterdam to Rio de Janeiro, Santos and Santa Fé. Homewards from Buenos Aires, Montevideo, Santos, Rio de Janeiro, Victoria and Bahia to Rotterdam and Hamburg.

DUTCH GUIANA.

Government steamship service between Albina, Paramaribo, Coronie, Nickerie, Springlands and Georgetown.
Steamers leave Paramaribo every week, alternately for Coronie and Nickerie–Georgetown. Fortnightly sailings Paramaribo–Albina. Large steam and motor-launch service along the rivers.

FINLAND.

Finland—South American Line.

Head Office: Helsingfors.
Cargo Services: Baltic–Brazil, River Plate and vice versa.

FRENCH.

Chargeurs Réunis.

Head Office: 3 Boulevard Malesherbes, Paris. London Agents: Gellatly, Hankey and Co., Limited, 62 Pall Mall.
Fast service, Hamburg-Buenos Aires, with calls at Antwerp, Havre, etc., Rio de Janeiro, Santos, Montevideo.
Fast service, Hamburg-Buenos Aires, with calls at Antwerp, Havre, Bordeaux, etc., Pernambuco, Bahia, Rio de Janeiro, Santos and Montevideo.
Regular sailings, Dunkirk-Brazil, calling at Antwerp and ports from Pernambuco to Rio Grande do Sul.
Regular sailings, Dunkirk-River Plate, Rosario, calling at Antwerp, Montevideo and Buenos Aires. [*See p.* 142.

Compagnie Générale Transatlantique—"French Line."

Head Office: 6 Rue Auber, Paris.
Agents-General, London: Cie Générale Transatlantique, Ltd., 20 Cockspur Street, S.W.1 (Passenger Deptmt.).
Services include: Havre, Plymouth, and Bordeaux to Cristóbal (C.Z.) (passengers—15 to 18 days); Cristóbal (C.Z.) (passengers—15 to 18 days); St. Nazaire–Havana–Vera Cruz (12 to 15 days); Le Havre–Spanish ports–Havana–Houston; Havre, Plymouth, and New York–Havre, Cuba, and Houston.

Compagnie de Navigation France Amérique.

Head Office: Rue de la Republique 70, Marseilles.
Services to Brazil and the River Plate.

Compagnie de Navigation Sud-Atlantique.

(3 Boulevard Malesherbes, Paris.)

London Agents: Gellatly, Hankey & Co., Limited, 62 Pall Mall.

Mail Service: From Bordeaux to Vigo, Lisbon, Rio de Janeiro, Santos, Montevideo, Buenos Aires.

Société Générale de Transports Maritimes à Vapeur.

5 Rue de Surène, Paris.

Services: (1) Thrice-monthly, calling at Dakar, Rio de Janeiro, Santos, Montevideo, and Buenos Aires, returning to Marseilles; (2) monthly cargo-boats from Marseilles to La Plata via Spanish ports; (3) monthly steamers for passengers and cargo sailing to Rio de Janeiro, Santos, Montevideo, Buenos Aires, via Genoa and Spanish ports.

FRENCH GUIANIAN.

Cie Commerciale des Antilles Françaises, F. Tanon & Cie (Société Anonyme).

Coastal Service.

GERMAN.

Hamburg-Amerika Linie.

Head Office: Hamburg.

Embodying Deutsch-Australische and Deutsche Kosmos.

Head Office: Hamburg, 25 Alsterdamm.

Passenger Service: Hamburg–Spain–Portugal–Funchal–Brazil Uruguay–Argentine (fortnightly).

Cargo Service: Hamburg–La Plata:

(a) Antwerp–Diamante (fortnightly).

(b) Hamburg Montevideo Buenos Aires–Rosario (weekly); via Antwerp (fortnightly).

(c) Hamburg–Antwerp–Bahia Blanca (four-weekly).

(d) Hamburg–Antwerp–Santa Fé (four-weekly).

Cargo and Passenger Service: Hamburg–Brazil: (a) Hamburg Antwerp–Natal (about monthly); (b) Hamburg–Antwerp Pernambuco Bahia, and, if cargo offers, to Victoria (fortnightly); (c) Hamburg Rio de Janeiro and Santos (weekly, via Antwerp fortnightly).

Passenger and Cargo Service: Hamburg–South America (West Coast). Joint Service with the Kosmos and Roland Line.

(a) Hamburg–Bremen Antwerp Cristóbal (Colón) – Buenaventura – Guayaquil – Paita - Callao - Mollendo – Arica - Iquique – Tocopilla – Antofagasta – Valparaiso (weekly service; via Rotterdam, monthly).

(b) Antwerp – Bremen Hamburg Magallanes - Corral - Talcahuano - Valparaiso – San Antonio–Antofagasta (fortnightly; from Rotterdam, monthly).

Passenger, Mail, and Cargo Service: Hamburg–Antwerp Plymouth–Southampton–Cherbourg Trinidad–La Guaira–Pto. Cabello–Curaçao Pto. Colombia Cartagena (joint weekly service with H. C. Horn), Cristóbal–Port Limon (fortnightly), Pto. Barrios–Livingston, Mexico (four-weekly).

Passenger, Mail and Cargo Service: Hamburg–Antwerp via Venezuela, Curaçao, and Colombia to Western Ports of Central America via Panamá Canal (joint service with the Kosmos and Roland Lines) (four-weekly): Puntarenas C. R., Corinto, Amapala, La Unión, La Libertad, Acajutla, San José de Guatemala and Champerico.

Passenger, Mail, and Cargo Service: Hamburg–Antwerp–San Juan de Puerto Rico–Puerto Plata Cap Haitien Gonaives/St. Marc Port au Prince–Santiago de Cuba–Kingston Aux Cayes/Jaemel Santo Domingo City San Pedro de Macoris (joint fortnightly service with H. C. Horn).

Hamburg-Südamerikanische Dampfschifffahrts-Gesellschaft.

Head Office: Holzbrücke 8, Hamburg.

London Agents: Stelp & Leighton, Ltd., 9/13 Fenchurch Buildings, E.C.3.

Passenger Services: Express Service from Southampton to Rio de Janeiro–Santos–Montevideo and Buenos Aires via Spanish ports, Lisbon and Las Palmas.

One-class service by fast motor-vessels carrying third-class cabin passengers. From Hamburg via Spain and Lisbon and Las Palmas to Rio de Janeiro, Santos, Sao Francisco do Sul, Rio Grande, Montevideo and Buenos Aires.

Cargo Services: From Hamburg direct to Rio de Janeiro, Santos, Rio Grande, Montevideo and Buenos Aires.

From Hamburg and Antwerp to Pernambuco, Bahia, Victoria, Rio de Janeiro and Santos.

From Hamburg and Antwerp to Paranagua, Sao Francisco do Sul, Florianopolis, Rio Grande and Porto Alegre direct. [*See p.* 140.]

Horn Line.

Head Office: Flensburg, Germany.
Services: Hamburg and Antwerp, to West Indies, Colombian and Venezuelan ports.

Norddeutscher Lloyd.

Head Office: Bremen.
Passenger, Mail, and Cargo Services: Bremen, Hamburg, Rotterdam, Antwerp, Boulogne, Spain, Portugal, Madeira, Brazil, River Plate, and the principal ports of the West Coast of South America.

Ozean Linie.

Head Office: Flensburg. General Agency: Hamburg, Raboisen 5.
Passenger and Cargo Services: Hamburg, Southampton to Havana, Vera Cruz, Tampico, Galveston and Houston.

Roland-Linie Aktien-Gesellschaft.

Head Office: Bremen.
Services: West Indies and West Coast Central America; West Coast South America: various Baltic and North Sea services.
Coasting service: Cristóbal–Colombia Pac. C., Ecuador.

ITALIAN.

Cosulich Societa Triestina di Navigazione.

Head Office: Trieste.
London Office: 16, Waterloo Place, S.W.1.
Passenger Service: from Trieste, Spalato and Naples to Gibraltar, Las Palmas, Pernambuco, Bahia, Rio de Janeiro, Santos, Rio Grande do Sul, Montevideo, Buenos Aires.

S. A. Italiana di Navigazione Lloyd Latino.

Head Office: Genoa.
Continent to Brazil and River Plate.

Lloyd del Pacifico.

Head Office: Savona, Italy.
Services: From Genoa and Mediterranean ports to River Plate only.

Italian Line.

("ITALIA":—United fleets Cosulich, Lloyd Sabaudo, Navigazione Generale).
Head Offices: Genoa and Trieste.
London Offices: 32 Haymarket, S.W.1, and 16 Waterloo Place, S.W.1.
Services: Express de luxe from Genoa to Villefranche, Barcelona, Rio de Janeiro, Santos, Montevideo, Buenos Aires.
Express Passenger Service: from Trieste, Spalato and Naples to Gibraltar, Las Palmas, Pernambuco, Bahia, Rio de Janeiro, Santos, Rio Grande do Sul, Montevideo, Buenos Aires.
Regular de luxe service from Genoa to Marseilles, Barcelona, Trinidad, La Guayra, Puerto Colombia, Cristóbal (Colón), La Libertad (Ecuador), Callao, Mollendo, Arica, Iquique, Antofagasta, Valparaiso. [See p. 136.]

Navigazione Libera Triestina.

Head Office: Via Luigi Cadorna, 11, Trieste.
Services: Monthly—Mediterranean to Colón, Puntarenas (Costa Rica), Salvador, Guatemala, California, Northern States U.S., and Canada. Monthly—Mediterranean to Havana, Vera Cruz, Tampico, and New Orleans.

Transatlantica Italiana.

Head Office: Piazza Fontane Marose No. 17A, Genoa.
Services: Boston, New York, Santos, Montevideo, and Buenos Aires.

La Veloce.

Head Office: Piazza Deferrari, Palazzo, N.G.1, Genoa.
Regular Passenger and Cargo Service: Marseilles, Barcelona, Funchal, Teneriffe, Trinidad, La Guayra, Curaçao, Puerto Colombia, Puerto Limón, Colón, Guayaquil, Callao, Mollendo, Arica, Iquique, and Valparaiso.

JAMAICA.

Jamaica Direct Fruit Line, Ltd.

Head Office : 64 Harbour Street, Kingston, Jamaica, B.W.I.
London : Kaye, Son & Co., Ltd., 112 Fenchurch Street, E.C.3.
Passenger and Cargo Services : Fortnightly, London to Kingston.

Jamaica Banana Producers Steamship Co., Ltd.

Head Office : 64 Harbour Street, Kingston.
London : Kaye, Son & Co., Ltd., 112 Fenchurch Street, E.C.3.
Passenger and Cargo services.

JAPANESE.

Nippon Yusen Kaisha.

Head Office : Tokyo. London Branch : 4 Lloyds Avenue, E.C.3.
Services : Monthly—Hongkong, Moji, *Kobe, Yokohama, *Honolulu, *Hilo, *San Francisco, Los Angeles, †Portland, Manzanillo, *La Libertad, Balbao, Buenaventura, Callao, *Pisco, *Mollendo, *Arica, Iquique, Valparaiso, and vice versa.
*Called at on outward voyage only.
†Called at on homeward voyage only.

(*See p.* 416.)

O. S. K. Line.

Head Office : Osaka, Buenos Aires : Osaka Shosen Kaisha, Calle 25 de Mayo 431.
London Agents : M. Samuel & Co., 55 Bishopsgate, E.C.2.
South American Line. Monthly, Outward : Japan to Brazil and Argentina via South Africa ; Homeward : Argentina to Japan via Brazil, U.S.A. Panamá.
African Line. Monthly : Japan to Brazil and Argentina via East and South Africa, and vice-versa.

JUGOSLAVIA.

Jugoslav Lloyd Company.

Head Office : Jugoslavenski Lloyd a.d., Gunduliceva 3, Zagreb (6). Agents in United Kiugdom : Baburizza & Co., Ltd., Leadenhall Street, London, E.C.3. Buenos Aires : Lloyd Yugoslavo, Calle Sarmiento 329.
Services : Monthly sailings from Adriatic ports (Dubrovnik, Split, Sibenik, Susak and Fiume) to Buenos Aires, every third month also to Montevideo and whenever sufficient inducement offers also to Rosario, Santa Fé, Bahia Blanca and other Argentine ports.

MEXICAN.

Compañia de Navegación Mexicana.

Head Office : Apartado 28, Vera Cruz.
Calls at Tampico, Vera Cruz, Puerto Mexico, etc., four times a month.

Cia Naviera de los Estados de Mexico, S.A. (Mexican States Line).

Head Office : Apartado 53, Mazatlan.
Services : San Francisco and Los Angeles to the principal western ports of Mexico and the Gulf of California.

Compania Mexicana de Petroleo " El Aguila," S.A.

Cia Naviera San Cristobel, S.A. (subsidiary).
Head Office : Apartado 150, Tampico.
Services : Coastwise tugs, river and coastwise launches and barges.
Other subsidiary companies of the " El Aguila " Co. are :

Cia Mexicana de Vapores " San Antonio," S.A.

Cia Naviera " San Ricardo," S.A.

NORWEGIAN.

Den Norske Syd-Amerika Linje.

(The Norwegian South-America Line.)

Head Office : Oslo. London : Fred. Dessen & Co., Ltd., 6–8 Lime Street Square, E.C.3.
Service : Fortnightly from East and West Norway, also regular sailings from South Finland and Denmark to Pernambuco, Bahia, Rio de Janeiro, Rio Grande do Sul, Montevideo, and Buenos Aires.

Fred. Olsen & Co.

Head Office: Oslo.
Services: East Norway to Newcastle, Grangemouth, London, Rouen, Havre, Dunkirk, Calais, Antwerp, Garston, Amsterdam, Rotterdam, Buenos Aires, Brazilian ports, North and South Pacific Coast, and Baltic ports.

A/S Skoglands Linje, Ltd.

Head Office: A. S. Haugesund; Skoglands Linje (Brasil), Ltd., Rio de Janeiro and Santos and other Brazilian ports.
Regular cargo steamers between Europe–Brazil–River Plate and Brazil–New Orleans and New York.

Westfal-Larsen & Co., A/S.

Head Office: Bergen.
Monthly Cargo Services: Vancouver, San Francisco via Panamá Canal to River Plate and Santos, and returning San Francisco, Vancouver via Panamá Canal.

Wilhelmsen Line.

Head Office: Oslo
New York to Brazil and River Plate, New York direct to River Plate, and from River Plate to Continent.
Norway, Sweden, Baltic to U.S.A., Cuba and Mexico.

Winge & Co.

Head Office: Oslo.
Services: Fortnightly, with passengers and cargo from San Antonio, Valparaiso, and intermediate ports to San Francisco and Vancouver.

PERUVIAN.

Compañia Peruana de Vapores y Dique del Callao.

Head Office: Callao.
Operates a periodical service on the Peruvian Coast with the Steamers, "Rimac," "Urubamba," and "Perené."

SPANISH.

Cia Naviera Sota y Aznar.

Head Office: Bilbao.
Services: Hamburg, Rotterdam and Antwerp to Montevideo ports and Buenos Aires via Bilbao and Gijon.

Compañia Trasatlantica.

Head Office: Plaza Medinaceli 8, Barcelona.
Liverpool Agents: Larrinaga & Co., Ltd., 30 James Street.
Sailings from Spain to Canaries, Puerto Rico, Havana, Vera Cruz, New York, Colón, Rio de Janeiro, Montevideo, and Buenos Aires. Service between Barcelona and Buenos Aires suspended.

Ybarra Line.

Head Office: Menéndez Pelayo, 2, Seville.
London: F. Newell, 23 King Street, E.C.2.
Services: Italy and Spain to Brazil, Uruguay, and Argentina. Italy, France, Spain, Portugal to United States.

SWEDISH.

Johnson Line.

Rederiaktiebolaget Nordstjernan.

Head Office: Stureplan 3, Stockholm.
London Agents: A. Johnson & Co. (London), Ltd., Africa House, Kingsway, W.C.2.
Regular Services: (1) Sweden and Finland to Brazil and River Plate; (2) Sweden, Finland and Antwerp to Puerto Colombia, Panama, Central American ports, San Pedro, San Francisco and Vancouver.

MURPHY COOK & CO.

Stevedoring Services

PHILADELPHIA
PENNSYLVANIA
U.S.A.

FOUNDED 1874

Transatlantic Steamship Co., Ltd.

Head Office: Gothenburg, Sweden.

Monthly Service from Pacific Coast: Vancouver–Los Angeles range to Brisbane, Sydney, Melbourne, Adelaide and Fremantle. Passengers and cargo. General Agents, Pacific Coast: General Steamship Corporation. Head Office: 240 Battery Street, San Francisco.

UNITED STATES.

Aluminum Line.

Head Office: 1512 American Bank Building, New Orleans.

Services: Freight, twice monthly from New Orleans, Mobile, and Tampa to Jamaica, Windward Islands, and British Guiana; twice monthly from New Orleans and Mobile to Port au Prince, Santo Domingo City, Curaçao, Puerto Cabello, La Guaira and Paramaribo; monthly sailings from Mobile and New Orleans to Haitien and Dominican outports, and Maracaibo.

American and Cuban Steamship Line, Inc.

Head Office: 39 Cortlandt Street, New York.
Service: New York–Cuba.

American Republics Line.

Operators: C. H. Sprague and Son, Inc., 33 Broad Street, Boston, Mass.

Regular Freight Services: New York, Boston, Philadelphia, Baltimore, Norfolk, Jacksonville, Savannah to Victoria, Rio de Janeiro, Santos, Rio Grande do Sul, and River Plate.

Barber Steamship Lines, Inc.

Head Office: 17 Battery Place, New York.
Cargo Service: U.S. ports to River Plate.

Colombian Steamship Co., Inc.

Head Office: 17 Battery Place, New York.
Services: New York, Haiti, Puerto Colombia, Cartagena, and Cristóbal, C.Z. weekly.

Grace Line.

Head Office: 10 Hanover Square, New York.

Passengers, Cargo and Mails: New York, Panamá, Peruvian and Chilean ports.

Passengers, Cargo and Mails: New York, Panamá, Buenaventura, Guayaquil, Peruvian and Chilean ports, via Havana northbound.

Cargo Services: New Orleans, Panamá, Colombia, Ecuador, Peruvian and Chilean ports.

Cargo Services: San Francisco to Ecuadorian, Peruvian and Chilean ports.

Gulf–Brazil–River Plate Line.

Operated by the Mississippi Shipping Co., Inc.
Head Office: Hibernia Bank Building, New Orleans.
Services: U.S. Gulf Ports to Brazil and River Plate.

Kerr Steamship Company, Inc.

Head Office: 44 Beaver Street, New York.
Services: New York direct Brazil; New York direct River Plate.

McCormick Steamship Co.

(Pacific, Argentine, Brazil Line).

Head Office: San Francisco.
Services: Pacific Ports, U.S.A. and Canada to River Plate, Santos, Pará, Bahia, Brazil; Puerto Colombia.

Munson Steamship Lines.

General Offices: 67 Wall Street, New York.

Passengers and Cargo: New York to Nassau, Bahamas, and Miami, Fla.; New Orleans to Havana; New Orleans to Progreso, Mexico; Miami to Nassau and Havana.

Fortnightly Passenger and Cargo Services: New York to Buenos Aires via Montevideo, Santos, Rio de Janeiro. Through tickets via Buenos Aires, Transandine Railway, Valparaiso, thence to New York via connecting lines.

Cargo Services: New York to Cuba; Baltimore, Norfolk, Jacksonville, Miami to Havana; Mobile to Cuba; New Orleans to Cuba; Baltimore and Norfolk to Pto. Cabello and Maracaibo; New Orleans and Mobile to Montevideo, Buenos Aires, and Rosario.

Norton Line.

Managers and General Agents: Norton, Lilly & Co., 26 Beaver Street, New York.
Sailings: Fortnightly to Montevideo, Buenos Aires, Rosario, Santa Fé and other Argentine ports as inducements offer

New Orleans and South American Steamship Co., Inc.

Head Office: 1111 Queen and Crescent Building, New Orleans.
Services: New Orleans-Colombia-Ecuador-Peru-Chile. On homeward voyage vessels call at nitrate ports, Peruvian and Colombian ports.

Panamá Mail Steamship Co.

San Francisco: 2 Pine Street. New York: 10 Hanover Square.
Departures every two weeks from San Francisco and from New York with calls at Mazatlan, Mexico; Champerico, San José de Guatemala, Guatemala; Acajutla, La Libertad, La Unión, El Salvador; Corinto, Nicaragua; Puntarenas, Costa Rica; Balboa, Cristóbal, Panamá; Cartagena, Puerto Colombia, Colombia; Havana, Cuba (eastbound only); New York.
Connections at Balboa, Panamá, with Grace Line and other services for Colombia, Ecuador, Peru, Chile and other South American ports.

Panamá Pacific Line.

Head Office: 1 Broadway, New York.
New York to San Francisco fortnightly, with calls at Havana, Balboa, Cristóbal (eastbound), San Diego (westbound), and Los Angeles.

Panamá Rail Road Company.

24 State Street, New York.

Sailings from New York for Port-au-Prince, Haiti, and Cristóbal, Panamá Canal Zone. Approximately fortnightly.

Red "D" Line.

Head Office: 82 Wall Street, New York.
Weekly between New York and Venezuelan ports, calling at Porto Rico and Curaçao. Combined passenger and cargo service, carrying U.S. Mails.

Standard Fruit & Steamship Company (Vaccaro Line).

Head Office: Union Indemnity Building, New Orleans.
Services: From New Orleans to Havana, Cuba, weekly; from New Orleans to Cristóbal C.Z., via Havana weekly, with transhipment cargo west coast ports South America and Mexico; from New Orleans to La Ceiba, Honduras, weekly; from New Orleans to Vera Cruz weekly.

United Fruit Company Steamship Service.

Head Office: 1 Federal Street, Boston, Mass., U.S.A.
General European Agents: Caribbean Steamship Agency, Ltd., Dashwood House, 69 Old Broad Street, London, E.C.2.
Weekly Services: (1) New York Cuba-C.Z.-Costa Rica-Cuba-New York; (2) New York-Jamaica C.Z. Colombia-Jamaica-New York; (3) New York Cuba-Jamaica-Br. Honduras-Guatemala-Jamaica-Cuba-New York; (4) New Orleans-Br. Honduras Guatemala-Sp. Honduras-Guatemala New Orleans; (5) New Orleans-Cuba-Guatemala New Orleans; (6) New Orleans-Cuba Sp. Honduras-New Orleans; (7) New Orleans-Canal Zone-Costa Rica-C.Z.-Sp. Honduras New Orleans; (8) Boston-Cuba-Sp. Honduras-Boston; (9) New York Sp. Honduras-New York; (10) Philadelphia Cuba-Sp. Honduras Philadelphia; (11) San Francisco-Salvador-Nicaragua-C.Z. San Francisco. San Francisco-Balboa, fortnightly, with calls at Puerto Armuelles, Panamá, and Los Angeles on north-bound voyages. New Orleans weekly to Vera Cruz and Tampico, Mexico; fortnightly to Cienfuegos, Cuba; weekly to Bluefields and Cape Gracias, Nicaragua.

Ward Line (New York and Cuba Mail Steamship Co.).

Pier 13 East River, foot of Wall Street, New York.

Services: New York to Havana, Cuba, weekly; to Progreso, Vera Cruz, Tampico, Mexico, weekly; to Puerto Mexico, Mexico, monthly; to Cienfuegos, Guantanamo, and Manzanillo, Cuba, fortnightly.

URUGUAYAN.

Uruguayan Navigation Company, Ltd.

(See also Argentine Navigation Co. (Nicolás Mihanovich), Ltd., and Sud Atlantica Co.).

Head Office: Calle Piedras 351, Esquina Solis, Montevideo. Branch at Salto.

Fleet: 6 passenger vessels, 7 cargo vessels, 4 tugs.

Services: Nightly in either direction between Montevideo and Buenos Aires. Montevideo to Salto, 5 times weekly.

VENEZUELAN.

Compañía Anonima Venezolana de Navegación.

Head Office: Caracas.

Services: (1) A coastal service of irregular itinerary between Maracaibo and Ciudad Bolivar, with calls at all intermediate ports, including Port of Spain, Trinidad; (2) A passenger and cargo service on Lake Maracaibo; (3) A passenger and cargo service on the Orinico and Apure Rivers.

Agent at Port of Spain: Juan Antonio van Grieken, P.O. B. 165, 9 Broadway.

Compañia Anónima de Navegación de Carenero.

This company runs a coastal service, three trips a month, from La Guaira to Río Caribe in three days, calling at Carenero, Piritu, Guanta, Cumaná, Porlamar and Carúpano. Cargo and passenger vessel of 1,800 tons. On the return journey the vessel calls at the same ports.

Caracas and La Guaira Agents: H. L. Boulton & Co.

Pioneers in Navigation Instruments.

ECHO SOUNDERS.—New silent system of Transmission with Dial Indicator. To suit every type of large or small craft.
COMPASSES.—Genuine Dead Beat patent design. For every type of Motor Craft.
HUGHES MASTER MAGNETIC COMPASS with Repeater Dials.
GOTHIC SEXTANT with Artificial Horizon.
HUSUN MICROMETER SEXTANTS.
New design in Yacht Clock and Aneroid, Chromium plated cases.
Yacht Fittings in Birmabright metal.

HENRY HUGHES & SON LTD.

HUSUN HOUSE, FENCHURCH STREET, LONDON.

CASTNER, CURRAN & BULLITT INC.

General Offices: KOPPERS BLDG., PITTSBURGH, PA.
Cable Address—"CASTNER." New York and Norfolk

Bunker & Cargo Suppliers at Hampton Roads { Lamberts Point, Sewalls Point, Newport News

Also New York, Philadelphia, Baltimore, Boston, Providence and Portland
C.C.B. NEW RIVER. C.C.B. POCAHONTAS. C.C.B. WARRIOR. C.C.B. VICTORY
C.C.B. Coals meet with U.S. Navy and Admiralty Standards.

European Agents: **HULL, BLYTH AND COMPANY, LIMITED**
1 LLOYD'S AVENUE, LONDON, E.C. ENGLAND. Cable - "Vapor."

Glyn, Mills & Co.

(Established 1753).
Registered with unlimited liability, 1885.
Incorporating
CHILD & CO. and HOLT & CO.
(Established before 1600) (Established 1809).
BANKERS

67, LOMBARD STREET, LONDON, E.C.3

Child & Co.: 1 FLEET STREET, LONDON, E.C.4
and MARYGOLD HOUSE, CARFAX, OXFORD.
Holt & Co.: KIRKLAND HOUSE, WHITEHALL, LONDON, S.W.1

Managing Partners:
LAURENCE CURRIE
LORD HILLINGDON
General The Hon. SIR H. A. LAWRENCE, G.C.B.
Brigadier-General SIR A. MAXWELL, K.C.B., C.M.G., D.S.O.
ERIC GORE BROWNE, D.S.O.
MARTIN DRUMMOND VESEY HOLT

The Bank, which is represented by Agents and Correspondents in all the principal Cities and Towns of the United Kingdom and throughout the world, conducts every description of Banking business, both British and Foreign. Letters of Credit issued. Home and Foreign Credits established. Executorships and Trusteeships undertaken.

Glyn, Mills & Cia.

(Establecida en 1753)
Registrada con responsabilidad ilimitada, 1885.
Incorporando
CHILD & CIA. y HOLT & CIA.
(Establecida antes de 1600) (Establecida en 1809)
BANQUEROS

67, LOMBARD STREET, LONDRES, E.C.3

Child & Cia.: 1 FLEET STREET, LONDRES, E.C.4
y MARYGOLD HOUSE, CARFAX, OXFORD.
Holt & Cia.: KIRKLAND HOUSE, WHITEHALL, LONDRES, S.W.1

Socios Gerentes:
LAURENCE CURRIE
LORD HILLINGDON
General The Hon. SIR H. A. LAWRENCE, G.C.B.
Brigadier-General SIR A. MAXWELL, K.C.B., C.M.G., D.S.O.
ERIC GORE BROWNE, D.S.O.
MARTIN DRUMMOND VESEY HOLT

El Banco tiene Agentes y corresponsales en todas las principales ciudades y pueblos en el Reino Unido y en todo el mundo y se encarga de toda clase de negocios bancarios Británicos y Extranjeros.
Se emiten cartas de credito. Se abren créditos nacionales y extranjeros.
Se encarga de las funciones de Albacea y Fideicomisario.

BANKING

For a complete List of the Local and Other Business Announcements appearing in this volume, see the "Index to Advertisers."

Banco Comercial

Cerrito corner of Zabala,

MONTEVIDEO.

***Established in the year* 1857.**

Capital paid up - - - -	**$2.250.000**
Reserve Fund - - - -	**$3.390.000**

Correspondents—

In LONDON:

Messrs. Baring Brothers & Co. Ltd. Midland Bank Ltd.
Westminster Bank Ltd.

In UNITED STATES:

Kidder Peabody & Co., New York. Guaranty Trust Co. of New York, New York. The First National Bank of Boston, Boston.

BOARD OF DIRECTORS:

Jose Saavedra, President. Felix Ortiz de Taranco, Vice-President. Nicolas Peirano, Dr. Jose Irureta Goyena, Dr. Jose Pardo Santayana, Antonio F. Braga, and Arturo Davie.

Mario Morato, Manager.

BANCO OCCIDENTAL DE MEXICO

Head Office: **MAZATLAN, Sin., MEXICO**

P.O. Box No. 46. Cable Address: "AMISTAD."

Capital	... ...	**$1,500,000,00**
Surplus	... ...	**414,176,92**

President: Ernesto Lorda.

Directors:

Jorge Olivieri. Genaro García.
Guillermo A. Haas. Arturomaria Olivieri.

Managing Director: Roberto Valadéz Weber.

With Correspondents throughout the World the

BANCO OCCIDENTAL DE MEXICO

is thoroughly equipped to handle Your Business.

BANKING FACILITIES.

INTERNATIONAL BANKS.

Head Offices, London.

The Anglo-South American Bank, Limited.

Established 1888.

Capital Authorized and Issued	£11,000,000
Capital paid up	£6,632,670

Head Office: 117 Old Broad Street, London, E.C.2.

Auxiliary: Anglo-South American Trust Co. (Incorporated under the laws of the State of New York), 55 Cedar Street, New York City.

Branches in South and Central America and Mexico:—

ARGENTINA.

Bahia Blanca.	Buenos Aires (and 8 sub-branches).	Comodoro Rivadavia.	Mendoza.
Pergamino.	Puerto Deseado.	Rio Gallegos.	Rosario de Santa Fé.
San Julian.	San Rafael.	Santa Cruz.	Trelew.

CHILE.

Antofagasta.	Concepción.	Coquimbo.	Iquique.
Magallanes.	Santiago.	Valparaiso.	

COLOMBIA.

Barranquilla.	Bogotá.	Cartagena.	Medellin.
Santa Marta.			

ECUADOR.	VENEZUELA.	PERU.	MEXICO.
Guayaquil.	Caracas.	Lima.	Mexico City

NICARAGUA.	EL SALVADOR.	GUATEMALA.
Managua.	San Salvador.	Guatemala City.

The Bank also has branches in Bradford and Manchester, and in Spain, at Barcelona, Bilbao, La Coruña, Madrid, Valencia, Seville, and Vigo.

The Bank is represented in Brazil by the British Bank of South America, Ltd., of which institution the Anglo-South American Bank holds the whole of the issued share capital. [*See pages* ii, 46.]

The British Bank of South America Limited.

Established 1863.

(Affiliated to the Anglo-South American Bank Ltd.).

Capital authorised and subscribed	£2,000,000
Capital paid up	£1,000,000

Head Office: 117 Old Broad Street, London, E.C.2.

Branches in Brazil: Pernambuco, Bahia, Rio de Janeiro (and sub-branch), São Paulo, Santos, Porto Alegre.

Barclays Bank (Dominion, Colonial and Overseas).

Incorporated 1836, under the name The Colonial Bank.

Re-incorporated by Act of Parliament, 1925.

Capital paid up	£4,975,500
Reserve Fund	£1,650,000

Head Office: 54 Lombard Street, London, E.C.3.

Branches in many British Possessions, etc., including the British West Indies and British Guiana.

Bank of London & South America, Limited.

Founded 1862.

Authorized Capital	£4,000,000
Subscribed Capital	£3,540,000
Paid-up Capital	£3,540,000
Reserve Fund	£1,500,000

Head Office: 6, 7, and 8 Tokenhouse Yard, London, E.C.2.

The bank has branches in Paris, Lisbon, Oporto, and an agency in New York. It also has agencies at Manchester and Bradford and is associated with Lloyds Bank, Ltd. [*See p.* iii.]

ARGENTINA.

The Chief Manager is at Buenos Aires (399 Calle Bartolomé Mitre. There are sub-branches of the City of Buenos Aires at Avellaneda, Barracas. Boca, Calle Santa Fé, Constitutión, Once, and Flores (Agency). There are branches at the following towns :—

Azul.	Bahia Blanca.	Calle Salta (Agency)	Concordia.
Córdoba.	Mendoza.	Paraná.	Posadas.
Rosario.	Santa Fé	Tres Arroyos.	Tucumán

URUGUAY.

Montevideo.	Paysandú.	Rivera.	Salto.

BRAZIL.

Bahia.	Bello Horizonte.	Ceará.	Curityba.
Juiz de Fora.	Macció.	Manáos.	Maranhão.
Pará.	Pelotas.	Pernambuco.	Porto Alegre.
Rio de Janeiro.	Rio Grande do Sul.	Santos.	São Paulo.
Victoria.			

CHILE.

Valparaiso.

PARAGUAY.

Asunción.

COLOMBIA.

Bogotá.
Medellin. Calí.

Glyn, Mills & Co.

Established 1753.

Registered with unlimited liability 1885.

Capital	£1,060,000
Reserve Fund	£530,000

Head Office: 67 Lombard Street. [*See page* 572.]

Grace Brothers & Co., Ltd.

Established 1899.

Capital and Reserves	£1,115,000

Head Office: 147 Leadenhall Street, London, E.C.3.
Branch: Liverpool, 9 Tithebarn Street.

Huth (Fredk.) & Co.

Established 1809. Private firm.

Head Office: 12 Tokenhouse Yard, London, E.C.2.

Affiliated Houses: Huth & Co., New York; Huth & Co., Valparaiso; with branches in Santiago and Concepción.

Lazard Bros. & Co., Ltd.

Established 1877.

Paid-up Capital	£2,250,000

Head Office: 11 Old Broad Street, London, E.C.2.

The National Bank Limited.

Established 1835.

Capital paid up	£1,500,000
Reserve Fund	£1,015,000

Head Offices: 13-17 Old Broad Street, London, E.C.2.

Branches: England—London (14 Metropolitan Branches), Liverpool, Manchester, Bristol, Cardiff, Swansea, etc. Ireland—Dublin Office, 34, College Green, C.1; 135 branches, and 106 sub-offices.

Head Offices in U.S.A.

The Bank of America National Association.

Established 1812.

Capital $36,775,300
Surplus and Undivided Profits $41,000,000

Head Office: 44 Wall Street, New York.

London Agents: Lloyds Bank, Ltd.; Barclays Bank, Ltd.; Coutts & Co.

Correspondents in all South American Republics, in Central America, Cuba and the West Indies.

The Chase National Bank of the City of New York.

Established 1877.

Capital .. .. $148,000,000·00
Surplus and Undivided Profits (June 30, 1933) $58,704,629.00

Head Office: Pine Street Corner of Nassau, New York, N.Y., U.S.A.

Branches: London, Havana, Panamá, and Cristóbal.

Representative Offices: London, Paris, Berlin, Rome.

The Chemical Bank and Trust Company.

Established 1824.

Capital $21,000,000
Surplus and Undivided Profits .. .. .. $44,260,926·38

Head Office: 165 Broadway, New York. London Office: 6 Bishopsgate, E.C.2.

Correspondents throughout South and Central America, Cuba, the West Indies, and in the principal cities of the world.

The First National Bank of Boston.

Established 1784.

Capital and Surplus $78,000,000

Head Office: 67 Milk Street, Boston.

Foreign Branches: Buenos Aires, Rosario, and Havana.

Special Representatives in London, Paris, and Berlin. Correspondents in all principal cities of the world.

Guaranty Trust Company of New York.

Established 1863.

Capital $90,000,000
Surplus Fund $170,000,000

Head Office: 140 Broadway, New York

London Office: 32 Lombard Street, E.C.3.

Irving Trust Company.

Capital, Surplus and Undivided Profits .. $125,429,417·12

Foreign Office: One Wall Street, New York City.

London Representative: H. H. Coward, Pinner's Hall, Old Broad Street, E.C.2.

London Agents: Barclays Bank, Ltd.; Commercial Bank of Scotland, Ltd.; Hambros Bank, Ltd.; Lloyds Bank, Ltd.; Midland Bank, Ltd.; National Provincial Bank, Ltd,; P. & O. Banking Corporation, Ltd.; Westminster Bank, Ltd.

The National City Bank of New York.

Established 1812.

Capital, Surplus and Undivided Profits .. $179,695,499
Total Resources $1,973,140,595

Head Office: 55 Wall Street, New York.

London Branches: 36 Bishopsgate, E.C.2; 11 Waterloo Place, S.W.1.

Branches—Argentina: Buenos Aires, Rosario, Plaza Once, Retiro. Brazil; Rio de Janeiro, Santos, São Paulo, Pernambuco. Chile: Santiago, Valparaiso. Colombia: Bogotá, Calf, Medellin. Cuba: twenty six branches. Panamá City and Colón.

Peru: Lima. Uruguay: Montevideo. Venezuela: Caracas. Puerto Rico: seven branches. Mexico City. Dominican Republic: six branches.

T

Head Offices in Canada.

Bank of Montreal, Montreal.

(Incorporated in Canada, 1817, with Limited Liability.)

Paid-up Capital	$36,000,000
Reserves	$39,078,801

London Offices: 47 Threadneedle Street, E.C.2, and 9 Waterloo Place, Pall Mall, S.W.1.
Mexican Offices: Mexico City, Puebla, Guadalajara, and Monterrey.

The Bank of Nova Scotia.

Incorporated 1832

Capital	$12,000,000
Reserve Fund	$24,000,000

General Management: Toronto, Ontario, and 296 branches in Canada.
London Branch: 108 Old Broad Street, E.C.2. New York: 49 Wall Street.
Branches—Cuba, Jamaica, Dominican Republic, and Puerto Rico

The Canadian Bank of Commerce.

(Incorporated in Canada in 1867 with Limited Liability).

Capital paid up	$35,000,000
Reserve Fund	$35,000,000

Head Office: Toronto. London Office: 2 Lombard Street, E.C.3.
Local Branches—Brazil: Caixa Postale 2103, Rio de Janeiro.
Cuba: Havana.
Mexico: 2A de Capuchinas, No. 48, Mexico City.
Barbados: Bridgetown. Jamaica: Kingston. Trinidad: Port of Spain.

The Royal Bank of Canada.

Established 1869.

Capital paid up	$35,000,000
Reserves	$36,166,954

Head Office: Montreal. 724 Branches in Canada and Newfoundland.

[*See p* lii.]

London: 6 Lothbury, E.C.2, and Cockspur Street, S.W.1. U.S.A.: New York. Spain: Barcelona. France: The Royal Bank of Canada (France), Paris.
Argentina: Buenos Aires. Brazil: Rio de Janeiro, Pernambuco (Recife), Santos, São Paulo. Uruguay: Montevideo.
British Guiana: Georgetown, New Amsterdam. British Honduras: Belize. Venezuela: Caracas, Barquisimeto, Ciudad Bolívar, Maracaibo, Valencia. Costa Rica: San José. Colombia: Bogotá, Barranquilla, Cali, Cartagena, Manizales, Medellin. Peru: Lima, Piura. Panamá: Colón, Panamá.
Cuba, Puerto Rico, Dominican Republic, Haiti, Martinique, Guadaloupe: 38 branches.
British West Indies: 11 branches.

Head Offices, Paris.

Banque Française et Italienne pour l'Amérique du Sud.

Established 1910.

Capital authorised	Frs. 100,000,000
Reserves	Frs. 137,000,000

Head Office: 12 Rue Halévy, Paris.
Branches—Argentina: Buenos Aires, Rosario de Santa Fé.
Brazil: Branches—São Paulo, Rio, Santos, Bahia, Curityba, Porto Alegre, Pernambuco, Rio Grande. Agencies—Araraquara Barretos, Bebedouro, Botucatú, Caxias, Espirito Santo do Pinhal, Jahú, Mocóca Ourinhos, Paranagua, Ponta Grossa, Ribeirão Preto, São Carlos, São José do Rio Pardo, São Manoel.
Chile: Branches—Santiago, Valparaiso. Colombia: Bogotá.
Peru: Banco Italiano Lima, Callao, Chincha Alta, Mollendo, Arequipa.
Uruguay: Montevideo.
London Agents: Banca Commerciale Italiana; Midland Bank, Ltd.; Société Générale de Paris (53 Old Broad Street, E.C.2); Kleinwort, Sons & Co; J. Henry Schröder & Co.

Société Commerciale Française au Chili.

Head Office: 5 Rue d'Antin, Paris. Established 1893.

Capital paid up	Frs. 1,250,000
Reserve Fund	Frs. 945,000

Branches: Valparaiso, Chile.

INTERNATIONAL BANKS.

Head Offices in Germany.

Deutsch-Südamerikanische Bank A.G. ("Banco Germanico.")

Established 1906.

Capital	M. 20,000,000
Reserve	M. 4,500,000

Head Office: H 20/21 Mohrenstrasse, Berlin, W.8.

Argentina: Buenos Aires. Brazil: Rio de Janerio, Sáo Paulo, Santos. Chile: Valparaiso, Santiago. Paraguay: Asunción. Mexico City.

Deutsche Ueberseeische Bank (Banco Alemán Transatlantico—Banco Allemão Transatlantico).

Founded 1886.

Capital paid up and Reserve .. .. Reichs M. 49,700,000

Head Office: Berlin, N.W.7. Friedrichstr. 103.

Local Branches—Under the title Banco Alemán Transatlantico—Argentina Buenos Aires, Córdoba, Mendoza, Rosario de Santa Fé.

Chile: Antofagasta, Concepción, Iquique, Santiago, Temuco, Valdivia, Valparaiso.

Peru: Arequipa, Callao, Lima. Uruguay: Montevideo. Spain: Barcelona, Madrid, Seville.

Under the title Banco Allemão Transatlantico—

Brazil: Bahia, Curityba, Porto Alegre, Rio de Janeiro, Santos, São Paulo.

London Agents:—Midland Bank; J. Henry Schröder & Co.; Kleinwort, Sons and Co.; Wm. Brandts, Sons & Co.; Barclays Bank; Lloyds Bank, etc.

INTERNATIONAL BANKS.

Head Office, Belgium.

Banque Italo-Belge, S.A.

(Incorporated in Belgium with Limited Liability).

Established 1911.

Capital fully paid	Frs. 100,000,000
Reserve Funds	Frs. 100,000,000

Head Office: 48 Place de Meir Antwerp.

Paris Office: 12, rue Volney.

London Office: 100 Old Broad Street, E.C.2.

Local Branches—Argentina: Buenos Aires. Uruguay: Montevideo.

Brazil: São Paulo, Rio de Janeiro, Santos, Campinas.

INTERNATIONAL BANKS.

Head Offices, Holland.

Hollandsche Bank voor Zuid-Amerika F.N.V. (Banco Holandés de la América del Sud Banco Hollandez da América do Sul) (Amsterdam).

Established 1914.

Capital paid up	Fls. 15,000,000
Reserve Fund	Fls. 4,500,000

Head Office: Amsterdam (Heerengracht 438

Local Branches—Argentina: Buenos Aires.

Brazil: Rio de Janeiro, Santos, São Paulo.

London Agents: Barclays Bank, Ltd.; Lloyds Bank, Ltd.; National Provincia Bank, Ltd.; Midland Bank, Ltd.; Erlangers, Ltd.; London Merchant Bank, Ltd.

Hollandsche Bank voor West-Indie.

(Banco Holandés de las Indias Occidentales.)

Established in 1919 by the Nederlandsche Handel-Maatschappij, Amsterdam and the Rotterdamsche Bankvereeniging, Rotterdam.

Capital authorized	Fls. 5,000,000
Capital subscribed and paid up	Fls. 1,000,000

Head Office: Keizersgracht 255, Amsterdam.

Venezuelan Branch: Boulevard del Capitolio, Caracas.

Curaçao, D.W.I. Branch: Willemstad, Curaçao.

London Bankers: National Provincial Bank, Ltd.

INTERNATIONAL BANKS.

Head Offices, Italy.

Banca Commerciale Italiana.

Established 1894.

Capital	Lire 700,000,000
Reserve	Lire 580,000,000

Head Office: Milan.

London Office: 32 Threadneedle Street, E.C.2.

Agents in Argentina, Brazil, Chile, Colombia, Ecuador, Peru, Uruguay.

INTERNATIONAL BANKS.

Head Offices, Japan.

The Bank of Taiwan, Limited.

Registered in Japan, 1899.

Capital	Yen 15,000,000
Reserves	Yen 414,000

Head Office: Taipeh, Formosa, Japan; Central Office: Tokyo, Japan.

London Office: 40 and 41 Old Broad Street.

Correspondents—Argentina: Buenos Aires, Rosario; Brazil: Bahia, Rio de Janeiro, São Paulo, etc.; Uruguay: Montevideo.

The Yokohama Specie Bank, Limited (Yokohama Shokin Ginko).

Capital subscribed and paid up	Yen 100,000,000
Reserve Fund	Yen 115,000 000

Head Office: Yokohama.

London Office: 7 Bishopsgate, E.C.2.

Local Branches—Brazil: Rio de Janeiro.

INTERNATIONAL BANKS.

Head Office, Portugal.

Anglo Portuguese, Colonial and Overseas Bank, Ltd.

Established 1864.

The State Bank of the Portuguese Colonies.

Capital paid up	Esc. 50,000,000
Reserves	Esc. 67,000,000

Head Office: Lisbon; London Representative: Anglo-Portuguese, Colonial and Overseas Bank, Ltd.

Brazilian Branches: Manáos, Pará, Pernambuco, Rio de Janeiro, São Paulo.

Banco Portuguese e Brasileiro.

Established 1891.

Capital paid up	Esc. 10,000,000
Reserves	Esc. 11,360.218$13

Head Office: Lisbon.

Branches in Oporto.

INTERNATIONAL BANKS.

Head Office, Switzerland.

Swiss Bank Corporation.

(Incorporated in Switzerland with Limited Liability.)

Share Capital issued .. .. .. Frs. 160,000,000
Reserves .. .. Frs. 53,000,000

Head Office: Basle.

London Offices: 99 Gresham Street, E.C.2, and 11c Regent Street, S.W.1.

Correspondents in all parts of the World.

BANKS WITH HEAD OFFICES IN SOUTH AMERICA.

ARGENTINA.

Banco Argentino Uruguayo.

Established 1918.

Capital and Reserve .. .. .. $4,007,000 m/n

Head Office: Avenida Roque Sáenz Peña 501, Buenos Aires.

London Agents: Comptoir National d'Escompte de Paris, London.

Banco Commercial del Tandil.

Established 1902.

Capital paid up .. .. $1,000,000 m/n
Reserve $1,729,475

Head Office: Tandil (Argentina).

Banco de Córdoba

Established 1873.

Capital and Reserve .. .. .. $10,911,120 m/n

Head Office: 162 Calle San Gerónimo, Córdoba. Twenty-eight branches.

Banco Escandinavo Argentino.

(The Scandinavian Argentine Bank, Ltd.)

Established 1919.

Capital fully paid up .. .. . $1,500,000 m/n
Reserve .. .. $59,427·85 m/n

Head Office: Buenos Aires, Sarmiento 354.

London Agents: Hambros Bank, Ltd.; Midland Bank, Ltd.; and Barclays Bank, Ltd.

Banco Español del Rio de la Plata.

Established 1886

Capital paid up .. .. $28,346,420 m/n
Reserve .. .. $16,232,114·57

Head Office: 200 Reconquista, Buenos Aires; London: 7 Fenchurch Street, E.C.2.

Local Branches—Argentina: Avellaneda, Azul, Bahia Blanca, Balcarce, Córdoba, Gral. Pico, La Plata, Lincoln, Mar del Plata, Mendoza, Mercedes (B. Aires), Nueve de Julio, Pehuajó, Pergamino, Rafaela, Rosario, Salta, San Juan, San Nicolás, San Pedro, Santa Fé, Santiago del Estero, Tres Arroyos, Tucumán; City of Buenos Aires—nineteen branches.

Uruguay: Montevideo.

Banco Frances del Rio de la Plata.

Established 1886.

Capital subscribed and paid up .. .. Gold $14,000,000
Reserves .. .. Gold $2,122,110

Head Office: Reconquista 199, Buenos Aires.

Branches: Bahia Blanca, Chivilcoy, Rosario, Pigüé.

London Agents: Midland Bank, Ltd.; Kleinwort, Sons & Co.; M. Samuel & Co., Ltd.

Banco de Galicia y Buenos Aires.

Established 1905.

Capital paid up and Reserve .. .. $10,907,493 m/n

Head Office: Cangallo 415–439, Buenos Aires.

London Agents: Midland Bank, Ltd.

Banco de Italia y Rio de La Plata.

Established 1872.

Capital and Reserve .. .. .. $26,141,000 m/n

Head Office: Buenos Aires.

London Agents: Comptoir National d'Escompte de Paris, Hambros Bank.

Local Branches: Rosario, Bahia Blanca, Paraná, Concordia, Gualeguaychu, Gualeguay, La Paz, Resistencia, Ensenada, La Plata, etc.

Branches in Uruguay: Victoria, Trenal.

Banco de la Nación Argentina.

Established 1891.

Capital .. .. $162,065,784·86 (paper)
Reserve .. .. $29,554,552 (gold)

Head Office: Buenos Aires. Branches in all parts of Argentina.

London Agents: Westminster Bank, Ltd.; Baring Bros. & Co.; Midland Bank, Ltd.; Barclays Bank, Ltd.; Crédit Lyonnais; Comptoir National d'Escompte de Paris.

Banco Popular Argentino.

Established 1887.

Capital paid up .. .. $11,930,160 m/n
Reserve .. .. $3,358,177 m/n

Head Office: Calle Florida 201, Buenos Aires.

London Agents: Midland Bank, Ltd.

Banco de la Provincia de Buenos Aires.

Established 1853.

Capital paid up .. .. $75,000,000 m/n
Reserve .. .. $22,377,248 m/n

Head Office: La Plata; Avenida Ing. Luis Monteverde 726. Eighty branches.

London Agents: Anglo-South American Bank, Ltd.; Midland Bank, Ltd.; Comptoir National d'Escompte de Paris; Westminster Bank, Ltd.

Nueva Banco del Azul.

Established 1928.

Capital .. .. $1,000,000 m/n

Head Office: Azul.

Nuevo Banco Italiano.

Established 1887.

Capital paid up .. .. $10,000,000 m/n
Reserve Fund .. .. $5,000,000 m/n

Head Office: Reconquista y Rivadavia, Plaza de Mayo, Buenos Aires.

Branch Offices: Boca, Patricios, San Juan, Cerrito, Once, Constitución, Mercado de Abasto, Asamblea, all in Buenos Aires; Rosario, Santa Fé, San Fernando, Avellaneda, and Genoa and Milan.

London Agents: Kleinwort, Sons & Co.; Crédit Lyonnais.

Pascual Hermanos.

Buenos Aires: San Martín 260–264.

Sirio-Libanés Bank del Rio de la Plata.

Capital subscribed $2,148,600
Capital paid up $1,251,840

Head Office: Buenos Aires.

London Agents: Ottoman Bank, Ltd.; Barclays Bank, Ltd.

Supervielle & Cie

Established 1887.

Offices: Buenos Aires: 150 Calle San Martin; Montevideo; 429 Calle 25 de Mayo.

London Agents: Midland Bank, Ltd.; Westminster Bank, Ltd.; Crédit Lyonnais; Comptoir National d'Escompte de Paris.

Tornquist (Ernesto) & Co., Limitada.

Established 1830.

Capital fully paid up, Reserve and Surplus .. $18,980,095 (gold).

Head Office: Bartolomé Mitre 531, Buenos Aires.

London Agents: Wm. Brandt's Sons & Co.

BOLIVIA.

Banco Mercantil.

Established 1905.

Capital paid up	Bs. 12,500,000	(legal money)
Reserves	Bs. 5,369,392	,,

Head Office: La Paz.

Branches: Oruro, Cochabamba, Potosí, Sucre, Tupiza, and Antofagasta (Chile).

London Agents: Midland Bank, Ltd.; Anglo-South American Bank, Ltd.; Barclays Bank, Ltd.; Comptoir National d'Escompte de Paris.

Banco Nacional de Bolivia.

Established 1871.

Capital paid up	Bs. 12,000,000
Reserves	Bs. 8,065,000

Head Office: Sucre.

Branches: Cochabamba, La Paz, Oruro, Potosí, Tarija, Tupiza.

London Agents: Midland Bank, Ltd.; Kleinwort, Sons & Co.; Frederick Huth & Co.; Suarez & Co., Ltd.

Banco Central de Bolivia
formerly
(Banco de la Nacion Boliviana.)

Established 1911.

The only Bolivian bank of issue.

Capital paid up	Bs. 23,822,675
Reserves	Bs. 6,353,770

Head Office: La Paz.

Branches: Cochabamba, Oruro. Potosí, Riberalta, Santa Cruz, Sucre, Tarija, Trinidad, Pto. Suarez, Tupiza, Villa Montes.

London Agents: Anglo-South American Bank, Ltd.; Midland Bank; Barclays Bank; Lloyds Bank, Ltd.; National Provincial Bank.

BRAZIL.

(Banco Italo-Brasileiro.)

Established 1924.

Capital subscribed	12,300 contos.
Reserve Fund	827 contos.

Head Office: São Paulo. Branches: Jaboticabal, Jahú, Botucatú, Lençoes.

Banco Agricola e Commercial de Pernambuco.

Formerly Banco do Recife.

Authorized Capital .. .. 10,000 contos.

Head Office: Pernambuco.

Banco do Brasil.

Capital	100,000:000 milreis
Reserve Fund	224,037:722 milreis.

Head Office: Rio de Janeiro.

Branches in all the chief towns of the States of Alagôas, Amazonas, Bahia, Ceará, Espirito Santo, Goyaz, Maranhão, Matto Grosso, Minas Geraes, Pará, Parahyba do Norte, Paraná, Pernambuco, Piauhy, Rio de Janeiro, Rio Grande do Norte, Rio Grande do Sul, Santa Catharina, São Paulo, Sergipe, and Acre Territory.

London Agents: N. M. Rothschild & Sons; Westminster Bank, Ltd.; Baring Bros.; Lazard Bros.; J. H. Schroeder; Midland Bank; Lloyds Bank; Barclays Bank; Kleinwort Sons; M. Samuel & Co., Ltd.

[*See p.* 144.]

Banco Allemão Transatlantico.

(Successors of Brasilianische Bank fuer Deutschland). Established 1888.

Capital	Rs. 14,000 : 000 $000.
Reserve	*See* Central Bank.

Head Office: Rio de Janeiro. Branches: São Paulo, Santos, Porto Alegre, Bahia, Curityba.

London Agents: J. H. Schröder & Co.; Wm. Brandt's, Sons & Co.; Kleinwort, Sons & Co.; Fredk. Huth & Co.; S. Japhet & Co.; Midland Bank, Ltd.; Barclays Bank, Ltd.

Banco Commercial do Estado de São Paulo.

Established 1912.

Capital paid up	100,596 contos.
Reserve Fund	54,000 contos.

Head Office: Rua 15 de Novembro 50 São Paulo.

London Agents: Lloyds Bank, Ltd.; Bank of Scotland; N. M. Rothschild & Sons Lazard Brothers & Co., Ltd. Branches: Rio de Janeiro and Santos.

Agencies: Fifty-nine.

Banco Commercial do Maranhão.

Established 1869.

Head Office: Maranhão (Brazil).

Banco Commercial do Pará.

Established 1869.

Capital	3,000 contos.
Reserve	3,000 contos.

Head Office: Pará (Brazil).

London Agents: National Provincial Bank, Ltd.

Banco do Commercio.

Capital	6,259 contos.
Reserve	1,293 contos.

Head Office: Rio de Janeiro. London Agents: Midland Bank, Ltd.

Banco do Commercio e Industria de São Paulo.

Established 1889.

Capital paid up	60,000 contos.
Reserves	60,000 contos.

Head Office: São Paulo (Brazil). Branches: Twenty.

London Agents: N. M. Rothschild & Sons.

Banco Nacional do Commercio.

Established 1895.

Capital paid up	15,000 contos.
Reserve	20,500 contos.

Head Office: Porto Alegre (Brazil).

Branches and Agencies in the States of Rio Grande do Sul, Paraná, and Sta. Catharina. Correspondents in all principal Brazilian towns.

London Agents: National City Bank of New York; Barclays Bank, Ltd.; Kleinwort, Sons & Co.; J. Henry Schröder & Co.

Banco do Pará.

Established 1883.

Capital paid up .. .. Rs. 3,659,800

Office: Pará (Brazil). London Agents: Westminster Bank, Ltd.

Banco Portuguez do Brasil.

Established 1918.

Capital .. .. 50,000 contos.
Reserve .. .. 10,476 contos.

Head Office: Rio de Janeiro. Branches: São Paulo and Santos.
London Agents: Midland Bank, Ltd.

Banco da Provincia do Rio Grande do Sul.

Established 1858.

Capital paid up .. .. 25,000 contos.
Reserve .. .. 35,200 contos.

Head Office: Porto Alegre (Brazil). Forty-five branches.
London Agents: Midland Bank, Ltd.; Lazard Brothers & Co., Ltd.

Moreira, Gomes & Cia.

Established 1852.

Capital .. .. 1,500 contos.
Reserve .. .. 1,500 contos.

Head Office: Pará (Brazil). Branches throughout Brazil.
London Agents: Midland Bank, Ltd.; National Provincial Bank, Ltd.

Salgado, Filho & Co.

Established 1892.

Head Office: Ceará (Brazil).
London Agents: Midland Bank, Ltd.

CHILE.

Banco Central de Chile.

Established 1926.

Capital paid up .. .. 90,832,000 pesos.
Reserves .. .. 32,109,777.31 pesos.

Head Office: Santiago. Branches: Valparaiso, Antofagasta, Valdivia, Iquique, Concepción, Magallanes.

London Agents: N. M. Rothschild & Sons; Midland Bank, Ltd.; Anglo-South American Bank, Ltd.; Westminster Bank, Ltd.; Lloyds Bank, Ltd.; Banco de Chile: Guaranty Trust Co.; National City Bank of New York.

Banco de Chile.

(Incorporating the Banco Nacional. The fusion occurred in May, 1921.)

Established 1894.

Capital paid up $100,000,000
Reserves $101,527,141

Head Office: Santiago. Branches: Twenty-nine in Chile.

London Office: 94 Gracechurch Street, E.C.3.

Banco de Concepción.

Established 1871.

Capital $5,000,000
Reserve $2,744,416

Head Office: Concepción.

Banco de Curicó

Established 1882.

Capital $5,000,000
Reserve $1,801,558

Head Office: Curicó.
Branch Office: Molina.

Banco de A. Edwards & Cia.

(Affiliated to the Anglo-South American Bank, Ltd.)

Established 1846.

Capital paid up	$25,000,000
Reserve	$12,476,385

Head Office: Valparaiso. Branch Office: Santiago.

London Agents: Anglo-South American Bank, Ltd.; Glyn, Mills & Co.

Banco Español—Chile.

Founded 1926.

Capital paid up	$36,000,000
Reserve	$9,000,000

Head Office: Valparaiso. Branches: Twenty-two in Chile.

London Agents: Midland Bank, Ltd.; Westminster Bank, Ltd.; Grace Bros. and Co., Ltd.

Banco Italiano.

Established 1905.

Capital paid up	$6,000,000
Reserve	$1,749,143

Head Office: Valparaiso. Local Branches: Santiago and Almendral (Valparaiso).

London Agents: Midland Bank, Ltd., and Credito Italiano.

Banco Osorno y la Unión.

Capital paid up	$15,160,000
Reserve	$9,023,866

Head Office: Osorno (Chile).

Branches: Valdivia, La Unión, Puerto Montt, and Puerto Varas.

Banco de Punta Arenas, Magallanes.

Established 1900.

Capital paid up	$8,000,000
Reserve Funds	$692,964

Head Office: Magallanes (Chile).

London Agents: Banco de Chile; Barclays Bank, Ltd.; J. H. Schröder & Co.

Banco de Talca.

Established 1884.

Capital	$16,000,000
Reserves	$6,600,000

Head Office: Talca.

Branches: Cauquenes, Parral, Linares, San Carlos, and San Javier.

Banco Yugoslavo de Chile (*In Liquidation*).

Established 1917.

Capital and Reserves	$1,095,199

Head Office: Valparaiso. Branches: Antofagasta, Magallanes, Porvenir.

London Agents: Bank of London and South America, Ltd.; Midland Bank, Ltd.

COLOMBIA.

Banco Alemán Antioqueño.

Established 1912.

Capital	$5,000,000
Reserve	$1,160,000

Head Office: Medellín.

Agencies: Girardot.

Branches: Armenia (C.), Calí, Honda, Barranquilla, Bogotá, Bucaramanga, Cartagena. German Branch: Deutsche Antioquia Bank, Bremen.

London Agents: J. Henry Schröder & Co.; The Chase National Bank of New York; S. Japhet & Co.; Fredk. Huth & Co.; Midland Bank, Ltd.

Banco de Bogotá.

Established 1871.

Capital (paid up)	$5,000,000
Reserves	$6,429,836

(Amalgamating (1928) without any change, the Banco de Bogotá, Banco Central, Banco de Santander, Banco Republicano, Banco de Pereira, and Banco de Pamplona.)

Head Office: Bogotá. 13 branches.

London Agents: Midland Bank, Ltd.; Barclays Bank, Ltd.; Westminster Bank, Ltd.; Anglo-South American Bank, Ltd.; Grace Brothers & Co., Ltd.; M. Samuel and Co., Ltd.

Banco de Bolívar.

Established 1907.

Capital	$500,000
Reserve	$159,600

Head Office: Cartagena (Colombia).

London: The Chase National Bank of the City of New York.

Banco de Colombia.

Established 1875.

Capital	$6,150,000
Reserves	$2,103,756

(Incorporating Banco Dugand, the Banco del Pacifico and Banco del Ruiz.)

Head Office: Bogotá (Colombia). Branches: Armenia, Barranquilla, Bucaramanga, Buga, Manizales, Calarcá, Calí, Cucutá, Girardot, Palmira, Pereira, Popayán, Pasto. Santa Marta, Tuluá, and Tumaco.

London Agents: Barclays Bank, Ltd.; Grace Brothers & Co., Ltd.; M. Samuel and Co., Ltd.; Comptoir National d'Escompte de Paris.

Banco Commercial de Barranquilla

Established 1904.

Capital paid up	$365,400 (American gold).
Reserves	$227,974.88 (American gold).

Head Office: Barranquilla (Colombia).

London Agents: National City Bank of New York; Equitable Trust Co. of New York.

Banco Hipotecario de Colombia.

Established 1910.

Capital	$4,000,000
Reserve	$2,846,974

Head Office: Bogotá (Colombia).

London Agents: National Provincial Bank, Ltd.; Anglo-South American Bank Ltd.

Banco de la Republica.

The National Bank of Issue. Founded 1923.

Capital paid up	11,735,800 gold pesos.
Reserves	2,366,000 gold pesos.

Head Office: Bogotá.

London Agents: Westminster Bank, Ltd.; Lloyds Bank, Ltd.; Midland Bank, Ltd.

Banco de Suere.

Established 1905.

Capital	$2,000,000

Head Office: Medellín (Colombia).

London Agents: Midland Bank, Ltd.

Koppel (Alexander) & Co.

Head Office: Bogotá (Colombia).

London Agents: National Provincial Bank, Ltd.; Bank of London and South America; Goschen & Cunliffe.

COSTA RICA.

Banco Anglo-Costarricense

Established 1863.

Capital	1,800,000 colones.
Reserve	671,703 colones.

Head Office: San José (Costa Rica).

London Agents: Union Discount Co. of London, Ltd.

Banco de Costa Rica

Established 1877.

Capital paid up	2,000,000 colones
Reserve	3,200,000 colones.

Head Office: San José (Costa Rica).

Branches: Limón and Puntarenas.

London Agents: A. Rüffer & Sons, Ltd.; Westminster Bank, Ltd.; Midland Bank, Ltd.; Barclays Bank, Ltd.

Banco Internacional de Costa Rica.

Established 1914.

Capital	2,090,000 colones
Reserve Fund	5,570,000 colones

Head Office: San José (Costa Rica).

CUBA.

.. Balcells & Co. (Soc. en Com.)

Established 1875.

Head Office: Havana.

London Agents: A Rüffer & Sons, Ltd.; Kleinwort, Sons & Co.

Banco Comercial de Cuba.

Established 1917.

Capital	$2,000,000
Reserve	$175,000

Head Office: Havana.

London Agents: Midland Bank, Ltd.

ECUADOR.

Banco Central del Ecuador.

Established 1927.

Capital	6,239,500 sucres.
Reserves	1,902,852 sucres.

Head Office: Quito. Branches: Guayaquil, Cuenca, Riobamba.

London Agents: Midland Bank, Ltd.; Anglo-South American Bank, Ltd.; J. Henry Schröder & Co.; Lee, Higginson & Co.

Banco de Credito Hipotecario.

Established 1871.

Capital and Reserve	1,690,000 sucres.

Head Office: Pichincha 201, Guayaquil (Ecuador).

Banco de Descuento.

Established 1920.

Capital paid up	3,816,000 sucres.
Reserve	75,000 sucres.

Head Office: Guayaquil (Ecuador).

London Agents: National Provincial Bank, Ltd.; Lloyds Bank, Ltd.; Barclays Bank, Ltd.; Midland Bank, Ltd.; Messrs. Goschens & Cunliffe.

Banco Territorial.
Established 1886.

Capital	700,000 sucres.
Reserve	1,089,433 sucres.

Head Office: Guayaquil (Ecuador).

La Previsora National Bank of Credit.
Established 1920.

Capital	1,500,000 sucres.
Reserve	766,002 sucres.

Head Office: Guayaquil (Ecuador).
London Agents: Midland Bank, Ltd.; Barclays Bank, Ltd. Lloyds Bank, Ltd.

FRENCH GUIANA.

Banque de la Guyane.
Founded 1855.

Capital	Frs. 600,000
Reserves	Frs. 1,300,000

Head Office: Cayenne (French Guiana). Branch Office: St. Laurent du Maroni.
London Agents: Comptoir National d'Escompte de Paris.

GUATEMALA.

Banco Agricola Hipotecario.
Established 1894.

Capital paid up	$510,000.00
Reserve	$126,676.22

Head Office: Guatemala City. London Agents: Lazard Brothers & Co., Ltd.

Mortgage Bank.
Established 1930.

Capital	Q1,500,000
Reserve	Q500,000

Head Office: Guatemala City.

Banco Americano de Guatemala.
Established 1895.

Capital paid up	$4,000,000
Reserve	$7,860,000

Head Office: Guatemala City. London Agents: Westminster Bank, Ltd.

Banco Central de Guatemala.
Established 1926.

Capital paid up	1,874,955 quetzales.

Head Office: Guatemala City.
Branch: Quezaltenango.
London Agents: Anglo-South American Bank, Ltd.; Lloyds Bank, Ltd.; The National City Bank of New York.

Banco de Guatemala.
Established 1895.

Capital paid up	100,000 U.S dollars.
Reserve Fund	210,540.67 U.S. dollars.
Contingency Fund	216,086.54 U.S. dollars.

Head Office: Guatemala City. Eighteen Agencies in Guatemala.
London Agents: Westminster Bank, Ltd.

Banco de Occidente.
Established 1881.

Capital paid up	$1,650,000
Reserve	$1,237,346

Head Office: Quezaltenango (Guatemala). Branch in Guatemala City.
London Agents: Anglo-South American Bank, Ltd.; Lazard Bros. & Co., Ltd.

HONDURAS.

Banco Atlantida.

Established 1913.

Capital fully paid up .. .. $500,000 U.S. currency.
Undivided Profits and Reserves .. $1,006,570 U.S. currency.
Surplus .. .. $250,000 U.S. currency.

Head Office: La Ceiba (Honduras).

Local Branches: Tegucigalpa, San Pedro Sula Puerto Cortés, Tela, Trujillo.

London Correspondents: Guaranty Trust Company of New York.

Banco de Honduras.

Established 1889.

Capital authorised $1,000,000
Reserve $604,084

Head Office: Tegucigalpa (Honduras). Branch at San Pedro Sula.

Agencies: Amapala, Choluteca, Juticalpa, Puerto Cortés, Santa Rosa de Copán, Tela, Comayagua, Santa Bábara, El Progreso, Trujillo, Siguatepeque, and Catacamas.

London Agents: Lazard Brothers & Co., Ltd.; Barclays Bank, Ltd.

MEXICO.

Banco de Mexico (Central Bank).

Established 1925.

Authorized Capital .. .. .. 50,000,000 pesos oro.
Reserve .. .. 1,327,271.35 ..

Head Office: Mexico City, Apartado 98 Bis; 26 Branches.

The sole Mexican bank of issue.

Banco Internacional e Hipotecario de Mexico.

Established 1883.

Capital $1,750,000
Reserve $3,876.05

Head Office: Mexico City.

London Correspondents: Samuel Montagu & Co.; Brown, Shipley & Co.

Banco de Jalisco.

Established 1898.

Capital $6,000,000

Head Office: Apartado 298, Guadalajara (Mexico).

London Agents: Comptoir National d'Escompte de Paris.

Banco de Londres y Mexico.

Established 1864.

Capital $10,750,000
Reserve $260,914

Head Office: Avenida 16 de Septiembre y Calle Bolívar, Mexico City. Branch: Torreón.

London Agents: Lazard Bros. & Co., Ltd.

Banco Nacional de Mexico.

Established 1884.

Capital paid up $32,000,000
Reserve $8,173,324

Head Office: Mexico City. Thirty-four branches in the principal towns of the Mexican Republic.

Banco Occidental de Mexico.

(Banco Refaccionario.)
Established 1897.

Capital $1,500,000.00
Surplus $414,176.92

Head Office: Mazatlán (Mexico). [*See p.* 574.]

Banco Oriental de Mexico

Established 1900.

Capital $12,000 000

Head Office : Puebla (Mexico). Seventeen branches in Mexico.

Banco de Sonora

Established 1898.

Capital and Reserve $3,000,000
Additional Reserve Funds $500,000

Head Office : Hermosillo.

Branches in Nogales, Guaymas, Cajeme and Navojoa (Son.), Culiacan (Sin.).

Banco de Tabasco.

Established 1901.

Capital $1,000,000

Head Office : Apartado 18, Villahermosa (Mexico).

London Agents : Comptoir National d'Escompte de Paris.

Mexico City Banking Corporation, S.A.

Founded 1903.

Capital paid up $1,000 000

Head Office : Mexico City, Apartado 3 Bis.

Sommer, Herrmann & Co., Sucs.

Established 1846.

Head Office : Mexico City. Branches : Vera Cruz and Puebla.

European Office : Sommer, Herrmann & Co., Sucs., Hamburg.

NICARAGUA.

Anglo-Central American Commercial Bank, Ltd.

Established 1914.

Capital £55,302
Reserve £18,600

Head Office : Managua (Nicaragua).

London Office : 15 George Street, Mansion House, E.C.

London Agents : British Overseas Bank, Ltd.

European Agent : A. M. Bayan, 58 Rue de Paradis, Paris.

National Bank of Nicaragua, Inc.

Established 1912.

Capital $300,000

Reserves (after contributing $130,000 for foundation of the Mortgage Bank of Nicaragua) .. $525,000

Head Office : Managua. Branches : Bluefields, Granada, Leon. Agencies : Matagalpa, Masaya, Rivas.

London Agents : National Provincial Bank, Ltd.

PANAMÁ.

Banco Nacional de Panamá

Established 1904.

(Official Repository for the Government of Panamá.)

Capital paid up .. .. .. $914,512.73 (U.S. currency).
Reserve .. .. $1,215,140 ,,

Head Office : Panamá City. Fourteen local agencies.

London Agents : Royal Bank of Canada ; P.O. Banking Corporation; Barclays Bank, Ltd

PARAGUAY.

Banco Mercantil del Paraguay

Established 1890.

Capital paid up .. .. $25,000,000 (legal money)
Reserve $55,816,535

Head Office: Asunción (Paraguay). Branch: Concepción.

London Agents: Knowles & Foster, 48 Moorgate, E.C.2.

La Immobiliaria, S.A

Established 1930.

Capital .. .. $500,000 (gold).

Head Office: Asunción (Paraguay).

This bank took over the portfolio of the Banco de la Republica, when it was liquidated

PERU.

Banco Central de Reserva del Peru.

(Formerly Banco de Reserva.)

Established 1931.

Capital .. .. S/. 16,271,500.00
Reserve Fund .. .. S/. 83,060.00

Head Office: Lima.

Local Branches: Arequipa, Chiclayo, Cuzco.

Banco Internacional del Peru.

Established 1897.

Capital paid up .. .. S/oro 4,000.000
Reserves .. .. S/oro 750.000

Head Office: Lima (Peru).

London Agents: Midland Bank, Ltd.; Grace Bros. & Co., Ltd.

Banco Italiano—Lima.

Established 1889.

Capital paid up .. .. S/oro 8,000,000.00
Reserve Funds .. .. S/oro 11,497,729.00

Head Office: Lampa 483, Lima (Peru).

Local Branches: Arequipa, Callao, Chincha Alta, Mollendo, Chiclayo, Trujillo, Cuzco, and Tacna.

London Agents: Banca Commerciale Italiana; Westminster Bank, Ltd.; Midland Bank, Ltd.; Fredk. Huth & Co.; Barclays Bank, Ltd.; Lloyds Bank, Ltd.; Grace Bros. and Co., Ltd.; National Provincial Bank, Ltd.

Banco Popular del Peru.

Established 1899.

Capital paid up $2,000,000
Reserve Fund $750,000

Head Office: Lima (Peru).

London Agents: Midland Bank, Ltd.; Barclays Bank, Ltd.; Comptoir National d'Escompte de Paris; M. Samuel & Co., Ltd.

Banco Central Hipotecario del Peru.

Established 1929.

Capital .. .. S/. 12,000,000
Reserve Fund .. .. S/. 72,780

Head Office: Lima.

Crédito Agricola del Peru.

Capital .. .. S/. 2,000,000
Emergency Reserve .. .. .. S/. 2,430

PUERTO RICO.

*** American Colonial Bank of Puerto Rico.**

Established 1899.

Capital paid up $1,500,000
Surplus and Undivided Profits $1,154,187

Head Office: San Juan. Branches: Arecibo, Caguas, Mayaguez, Ponce, Santurce Bayamon.

London Agents: Commercial Bank of Scotland, Ltd., and Bankers' Trust Company.

* This bank was merged with the National City Bank of New York on April 22, 1930.

EL SALVADOR.

Banco Agricola Comercial.

Established 1895.

Capital paid up .. .. .. $780,000 (U.S. currency).
Reserve and Contingency Funds $307,500

Head Office: San Salvador (El Salvador, C.A.).
Branches: Santa Ana, Sonsonate, Santiago de Maria.
London Agents: Midland Bank, Ltd.; Barclays Bank, Ltd.

Banco Occidental.

Established 1890.

Capital and Reserves .. .. .. Colones 9,000,000

Head Office: San Salvador. Branches or agencies in principal towns.
London Agents: Guaranty Trust Co. of New York.

Banco Salvadoreño

Established 1885.

Capital subscribed and paid up .. $2,000,000 (U.S. currency).
Reserve Fund $250,000
Contingency Fund $250,000

Head Office: San Salvador.
Branches: Santa Ana, San Miguel; several agencies.

URUGUAY.

Banco Commercial.

Established 1857.

Capital paid up $2,250,000
Reserve Fund $3,390,000

Head Office: Calle Cerrito, No. 400, Montevideo.
London Agents: Messrs. Baring Bros. & Co., Ltd.; Midland Bank, Ltd.; and Westminster Bank, Ltd. [See p. 574.]

Banco de Credito.

Established 1908.

Capital paid up $2,500,000
Reserve $900,000

Head Office: Montevideo. London Agents: Lloyds Bank; Midland Bank.

Banco de la República Oriental del Uruguay.

Established 1896.

Capital paid up $26,758,866
Reserve $992,372

Head Office: Calle Solis, Esquina Piedras, Montevideo.
Fifty-seven branches in Uruguay.
London Agents: Midland Bank, Ltd.; Glyn, Mills & Co.: and Barclays Bank, Ltd.

VENEZUELA.

Banco Caracas.

Established 1890.

Capital paid up .. .. Bs. 4,500,000
Reserve .. .. Bs. 2,476,505

Head Office: Caracas (Venezuela).
London Agents: Westminster Bank, Ltd.

Banco Commercial de Maracaibo.

Capital .. .. Bs. 2,000,000

Maracaibo (strictly local).

Banco de Maracaibo.

Capital .. .. Bs. 2,500,000

Maracaibo

Banco Mercantil y Agricola

(formerly **Banco Neerlando-Venezolano**).

Founded 1925.

Capital .. .. Bs. 8,000,000

Reserves .. .. Bs. 449.473

Head Office : Caracas. Seven branches in Venezuela.

Banco de Venezuela.

Founded 1870.

Capital paid up .. .. Bs. 18,000,000

Reserves .. .. Bs. 13,330,697

Head Office : Caracas (Venezuela) ; 31 branches in Venezuela.

London Agents : Kleinwort, Sons & Co. ; Midland Bank, Ltd.

Banco Venezolano de Credito.

Founded 1925.

Capital paid up .. .. Bs. 6,000,000

Reserves .. .. Bs. 350,000

Caracas and Maracaibo ; Eleven branches in Venezuela.

Banco Agricola y Pecuario.

Founded 1928.

Capital .. .. Bs. 50,000,000

INSURANCE IN LATIN-AMERICA.

BRITISH insurance has a very solid foundation and it may be said that the British Insurance Companies were the pioneers of insurance in the World. In the earlier days insurance was transacted principally in London and Liverpool but in the course of time the British Companies found it necessary to establish Branches and Agencies abroad so as to be able to render better service to the public.

Insurance in Latin-America, and this holds true to a lesser extent of the West Indies, is still far from being fully popularised. There is indeed still room for an enormous extension of business. The whole of the business done in the way of covering risks on buildings, shipping, commerce and personal effects is small compared with similar business in, say, the United States or Great Britain where industrial responsibilities demand, and receive, a full safeguard by insurance.

It must be remembered, however, that insurance in Latin-America is a comparatively recent development. The first British fire insurance office was not opened in Buenos Aires, for example, until 1856 and in Rio de Janeiro not until eight years later. In recent years there has been a decided quickening of interest in the safeguarding of enterprise mainly in consequence of the rapid industrialisation of some of the Republics. Throughout the Continent climatic conditions are such, and methods of control so difficult to apply, that there is always grave danger of serious disaster by fire. These risks can and should be guarded against.

Marine Insurance was at its inception effected almost exclusively by foreign shipping companies. This was especially true of the River Plate regions. In this connection it is interesting to recall that marine risks were responsible for the first beginnings of the idea of insurance. Before the Christian era Roman traders were accustomed to share the hazards of shipping, although it was not until the twelfth century that we find anything at all comparable to the modern system of marine insurance.

In this branch of insurance the British companies are pre-eminent It is true to say that by far the larger proportion of Latin-American shipping risks are covered in the London market.

In those countries where Workmen's Compensation has become law, employers very generally cover their serious obligations by insurance. In Argentina, in particular, this form of insurance is as general as it is in other industrialised areas throughout the world.

With regard to Fire risks, the position is not so satisfactory. Throughout the continent there are millions of pounds worth of property entirely uncovered by insurance of any sort. Even amongst private commercial and industrial concerns the liquidation of a fire rarely shews that the property has been covered to its full value. A good part of the loss thereby falls upon the owners, who

Commercial Union Assurance Company, Limited.

Total Funds Exceed £60,000,000.

The Company through its Branches and Agencies in every part of the world is able to render service in the arranging of

Fire and Marine Insurance

to suit individual requirements.

REPRESENTATIVES

West Indies

BAHAMAS : E. C. Moseley, Nassau.
BARBADOS : C. F. Harrison & Co., Ltd.
BERMUDA : C. P. Pitt.
CURACAO : Julius L. Penha & Sons.
GRENADA : Geo. F. Huggins & Co., Ltd. (Grenada).
GUADELOUPE : Émile Charles-Gervais.
HAVANA : Pablo L. Perez.
JAMAICA : Cargill, Cargill & Dunn, Kingston.
JAMAICA : Manton & Hart, Kingston.
MARTINIQUE : Etablissements Reynoird.
MONTSERRAT : Charles Mercer.
ST. CROIX : R. L. Merwin & Co., Inc.
ST. KITTS & NEVIS : Emanual Pereira, Ltd.
ST. LUCIA : Garnet H. Gordon.
TRINIDAD : Geo. F. Huggins & Co., Ltd., Port of Spain.
TRINIDAD : Geo. F. Huggins & Co., Ltd., San Fernando.

South and Central America

BAHIA : H. B. Perry & Co., Ltd.
BELIZE : G. N. F. Nord.
BOGOTA : Tracey Bros., Ltd.
BUENOS AIRES : H. J. Masters, Branch Manager.
CORINTO : J. L. Griffiths & Co.
GUATEMALA CITY : W. E. Jessup.
GUAYAQUIL : Sociedad General.
MAGALLANES : Townsend & Cia.
MEDELLIN : Gustavo Posada & Cia.
MEXICO CITY : William Young & Co., S.A.
MONTEVIDEO : H. W. Roberts & Co.
ORURO : Williamson, Balfour & Co., S.A.
PANAMA : Juan Ehrman.
PANAMA : J. L. Maduro.
PANAMA : Ramon Arias F.
PARAMARIBO : Emile de la Fuente.
PERNAMBUCO : John A. Thom.
PORTO ALEGRE : Wilson, Sons & Co., Ltd.
RIO DE JANEIRO : Walter & Co.
SAN SALVADOR : Gibson & Co.
SAO PAULO : Alfred Speers.
VALPARAISO : Williamson, Balfour & Co. S.A.

are thus their own insurers for a considerable part. Of the Argentine, Brazil and Chile alone would it be true to say that commercial and industrial fire risks are covered almost in their entirety, though rarely for their full amounts even then.

To-day Marine and River importation and exportation is almost universally covered. The continent, however, is not yet awake to the wisdom of effecting Life and Endowment insurances, although these forms of insuring against accident and making provision for old age will no doubt increase rapidly once the present depression lifts.

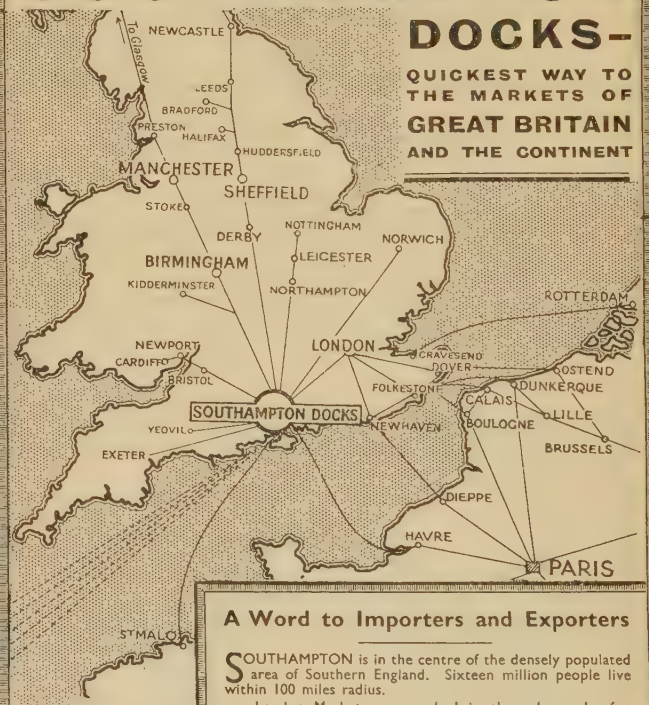
Of recent years a considerable amount of business has been effected in motor-car insurance.

A writer in "*The Times Trade and Engineering Supplement*" states that: "In fire insurance the underwriting practice has long been to try to reduce the fire hazard by encouraging the use of preventive agencies, and in this connection a special department is maintained for the testing of mechanical appliances. This work is quite distinct from that of the surveyors employed by the various companies who are prepared to make recommendations for the improvement of risks. Superficially this policy of the companies of trying to prevent loss might seem to be almost akin to seeking to commit suicide, for if risks were to be entirely eliminated there would be no need for insurance. Yet all experience points otherwise. Hazards undoubtedly can be reduced, but even if the risk of breakdown in machinery could be avoided—and disasters prove the contrary—the human element is always vital and the human element is always liable to failure.

"Underwriters have done much to keep losses within what may be termed reasonable limits, and for their work in this way they have deserved the thanks of the whole community. But the events of every day shew only too plainly that risks cannot be prevented. But for the service they render the expenses of the offices would be lower, yet their claims loss ratio would be heavier and although conceivably a mere apportionment of the premium to the risk might in the immediate present pay them better, their conception of insurance as service undoubtedly benefits the business community very greatly."

SOUTHAMPTON DOCKS—

QUICKEST WAY TO THE MARKETS OF GREAT BRITAIN AND THE CONTINENT



A Word to Importers and Exporters

SOUTHAMPTON is in the centre of the densely populated area of Southern England. Sixteen million people live within 100 miles radius.

London Markets are reached in three hours by fast freight trains from Southampton Docks and there are similar services to all parts of the country.

The close proximity of Southampton to the other Channel Ports makes it an ideal transit point for traffic to the Continent. The Docks are also in direct communication with over 160 of the Principal World Ports.

Southampton Docks are extending rapidly and have ample Cold Storage accommodation, modern auction sales room for fruit, etc., and every convenience for the rapid handling of cargoes of any description.

Route your Produce via Southampton!

SOUTHAMPTON DOCKS

are owned and managed by the

SOUTHERN RAILWAY

of England

For rates and all information write to the Docks and Marine Manager, Southampton Docks, England.

Railways of Latin-America

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For a complete List of the Local and Other Business Announcements appearing in this volume, see the "Index to Advertisers."

THE BUENOS AYRES GREAT SOUTHERN RAILWAY COMPANY, LIMITED.

Capital Authorised — £75,275,530
Capital Issued — — £71,827,530

The Company owns or works a Railway system 5,076 miles in length operating in the Province of Buenos Aires and the Territories of La Pampa, Rio Negro, and Neuquen of the Argentine Republic.

The Railway has direct access to all ports of the Province of Buenos Aires, and serves the popular seaside resorts of Mar del Plata, Miramar, Necochea, and Quequen and the inland health resorts of Tandil and Carhué.

Offices of the Company:—
In London. River Plate House, Finsbury Circus, E.C.2.
In Buenos Aires. Local Committee—Calle Cangallo 564.
Administration—Plaza Constitucion Station

The First Railway in the Argentine

Which serves the Province of Buenos Aires and the Pampa Territory, the principal cereal, livestock, and industrial zones, as well as the Southern district of the Province of Mendoza (Colonia Alvear), noted for the quality of its grapes, pears, apples and peaches.

BUENOS AIRES WESTERN RAILWAY

ADMINISTRATION BUENOS AIRES { Once Station, Plaza Once, BUENOS AIRES, C. A. ROBERTS, *General Manager.*

LONDON OFFICE { River Plate House, Finsbury Circus, E.C.2. ROBERT GRAHAM, *Secretary.*

(1) RAILWAYS OF SOUTH AMERICA.

ARGENTINA.

Argentine Great Western Railway Company, Ltd.

Dashwood House, 69 Old Broad Street, London, E.C.2.

(Administered by the Buenos Ayres and Pacific Railway Company, Ltd.)
Mileage: 1,450. Gauge, 5 ft. 6 in.

Argentine North Eastern Railway Company, Ltd.

River Plate House, Finsbury Circus, London, E.C.2.

Mileage: 753. Gauge, 4 ft. 8½ in.
Area: Provinces of Corrientes, Misiones, connecting with the Paraguay Central Railway in the north and the Entre Rios Railways in the South. Joint administration with the Entre Rios Railways.

Argentine Transandine Railway Company, Ltd.

Dashwood House, 69 Old Broad Street, E.C.2.

Area: Connecting link between the Argentine and Chilean railway systems forming the transcontinental route between Buenos Aires and Valparaiso or Santiago.
Gauge: Metre.

Bahia Blanca and North-Western Railway Company, Ltd.

River Plate House, Finsbury Circus, London, E.C.2.

(Worked by the Buenos Ayres Great Southern Railway Company, Ltd.)
Mileage: 764. Gauge, 5 ft. 6 in.

Buenos Aires Central Railway.

Calle Corrientes 4,002, Buenos Aires.

Mileage: 292. Gauge, 4 ft. 8½ in. Buenos Aires to Zarate and 4 de Febrero.

Buenos Ayres Ensenada and South Coast Railway Company, Ltd.

River Plate House, Finsbury Circus, London, E.C.2.

(Worked by the Buenos Ayres Great Southern Railway.)
Mileage: 109. Gauge, 5 ft. 6 in.

Buenos Ayres Great Southern Railway Company, Ltd.

River Plate House, Finsbury Circus, London, E.C.2.

(The Company also works the Buenos Ayres Ensenada and South Coast Railway Co., Ltd., and Bahia Blanca and North-Western Railway Co., Ltd.).
Milage open: 5,075. Gauge, 5 ft. 6 in.
Area: Province of Buenos Aires, Territories of La Pampa, Rio Negro, and Neuquen.
[*See p.* 600.]

Buenos Ayres Midland Railway Company, Ltd.

River Plate House, Finsbury Circus, London, E.C.2.

Mileage: 322. Gauge, 3 ft. 3 in.
Area: From Carhue, Province of Buenos Aires, to Puente Alsina.

Buenos Aires Western Railway, Ltd.

River Plate House, 10/11 Finsbury Circus, London, E.C.2.

Mileage: 1,926. Gauge, 5 ft. 6 in.
Area: Provinces of Buenos Aires, San Luis, and Mendoza, Territory of La Pampa.
This Company now operates the B.A. Midland Railway. [*See p.* 600.]

Buenos Aires Provincial Government Railway.

Mileage: 345. Gauge, metre. La Plata to Mira Pampa.

Buenos Ayres and Pacific Railway Company, Ltd.

Dashwood House, 69 Old Broad Street, London, E.C.2.

Includes Argentine Great Western, and Villa Maria and Rufino Railways.
Mileage: 2,806. Gauge, 5 ft. 6 in.
Area: Provinces of Buenos Aires, Córdoba, San Luis, Mendoza, and San Juan.
[See p. 44.]

Central Argentine Railway, Ltd.

3A Coleman Street, London, E.C.2.

Mileage: 3,442. Gauge, 5 ft. 6 in. (including 27 miles mixed 5 ft. 6 in., and 1·00 metre gauge). Suburban lines electrified.
Area: Provinces of Buenos Aires, Santa Fé, Córdoba, Santiago del Estero, Tucuman.

Central Railway of Chubut Company, Ltd.

River Plate House, 13 South Place, London, E.C.2.

(Line leased to Argentine State Railways, and worked in conjunction with 75 cm. gauge railways from Dolavon and from Trelew to Rawson.)
Mileage: 65. Gauge, metre.

Compagnie Française des Chemins de Fer de la Province de Santa Fé (Société Anonyme).

66 Rue de la Chaussée d'Antin, Paris.

Mileage: 1,188. Gauge, 3 ft. 3 in.
Area: Province of Santa Fé.

Córdoba Central Railway Company, Ltd.

River Plate House, Finsbury Circus, London, E.C.2.

Mileage: 1,218. Gauge, metre.
Area: Provinces of Buenos Aires, Santa Fé, Córdoba, Santiago del Estero, Catamarca, and Tucumán.

Correntino Railway.

Av. R.S. Peña 615, Buenos Aires.
Mileage: 159. Gauge, 60 c.m. Corrientes to Mourucuyá, and two short branches.

Entre Rios Railways Company, Ltd.

River Plate House, Finsbury Circus, London, E.C.2.

Milage: 810. Gauge, 4 ft. 8½ in.
Area: Province of Entre Rios connecting with Buenos Aires, and with the Argentine North-Eastern at Concordia (whence connection with Paraguay).

Province of Buenos Aires Railway (Cia. General).

Mileage: 790. Gauge, metre. La Plata to Rosario, Vedia, General Villegas, Victorino de la Plaza.

Rosario to Puerto Belgrano Railway.

Mileage: 513. Gauge, 5 ft. 6 in. Rosario to Bahia Blanca and Puerto Belgrano.

Ferrocarriles del Estado.

(National Government Lines.)

San José 180, Buenos Aires.

Central Norte Argentino. Mileage: 3,055. Gauge, metre. Area: North and west from Sante Fé, connecting at La Quiaca with Bolivian railways.

San Antonio-Bariloche. Mileage: 469. Gauge, 5 ft. 6 in. Crossing Rio Negro Province from the Gulf of San Matias towards Lake Nahuel Huapi.

Also the following shorter lines:—

	Miles.	Gauge.	
Formosa–Embarcación ..	186	Metre	(Formosa Province)
Puerto Deseado	178	5 ft. 6 in.	(Santa Cruz Province)
Comodoro Rivadavia ..	124	5 ft. 6 in.	(Chubut Province)
Ferrocarril del Este .. (Diamante–Curuzu Cuatia)	104	4 ft. 8½ in.	(Paraná River)
Central of Chubut (leased)	78	Metre	(Chubut Province)
	90	75 c.m.	(Chubut Province)
Rosario–Fuentes	35	Metre	(Santa Fé Province)
San Nicolas–Arroyo Dulce	34	Metre	(B.A. Province)

BOLIVIA.

Antofagasta (Chili) and Bolivia Railway Company, Ltd. (*See Chile*).

1 Broad Street Place, London, E.C.2.

Owns the main line Antofagasta–Oruro and Viacha–La Paz, and operates the branch lines owned by the Bolivia Railway Co.

Bolivia Railway Co

1 Broad Street Place, London, E.C.2.

Operated by the Antofagasta and Bolivia Railway Co. Mileage: 416.

Branches: Viacha to Oruro; Oruro to Cochabamba; Rio Mulato to Potosi to Yotala (near Sucre); Uyuni to Atocha.

F.C. International Arica–La Paz.

Chilean section: Arica–Charaña (125 miles).

Bolivian section: Charaña–La Paz (151 miles).

Guaqui and La Paz Railway.

Operated and owned by the Peruvian Corporation, connecting La Paz with Lake Titicaca (60 miles).

State Guarantee Lines.

Atocha–Villazon (119 miles) linking Argentine and Bolivian systems. Metre gauge. Rented to South American Mining Co.

Under construction: La Paz-Yungas–El Beni Railway (34 miles open). Potosi-Sucre (34 miles open). Corocoro-Tarejra (5 miles).

Private Railways.

Patiño Mines (64 miles), Machacamarca–Uncía; Huanchaca Mine (21 miles), Pulacayo–Huanchaca; Empresa Luz y Fuerza Eléctrica de Cochabamba (49 miles), Cochabamba–Vinto–Arani.

BRAZIL.

Central do Brazil.

Kilometres 3,062. Gauge, metre and 5 ft. 3 in. Rio de Janeiro to São Paulo and suburban lines; Rio de Janeiro to Independencia; and other branches. (*Federal*)

Madeira-Mamoré Railway Company.

River Plate House, 12 and 13 South Place, London, E.C.2.

Mileage: 226. Gauge, metre.

From Porto Velho (Madeira River) to Guajara-Mirim.

Reported handed over to Federal Government and now run on reduced schedules.

Mogyana Railways Company.

(Companhia Mogyana de Estradas de Ferro.)

Km.: 1,968. Gauge, metre.

Area: Districts of Campinas, Ribeirão Preto, Franca, Uberaba, Catalão, Guaxupé and southern parts of Minas Geraes. (*British*)

Great Western of Brazil Railway Company, Ltd.

River Plate House, 12/13 South Place, London, E.C.2.

Mileage: 1,073. Gauge, metre.

Area: States of Pernambuco, Parahyba, Alagôas and Rio Grande do Norte.
[*See p.* 606] (*British*)

Leopoldina Railway Company, Ltd.

3 Lombard Street, London, E.C.3.

Mileage: 1,918. Gauge, metre.

Area: States of Rio de Janeiro, Minas Geraes, and Espirito Santo, including ports of Rio, São João de Barra, and Victoria. (*British*)

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is the natural channel for transport to and from the sea, of all the exports and imports of the thriving State of São Paulo.

BUFFET CARS, PULLMAN CARS
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Eight trains daily each way Santos—São Paulo, and nine trains daily from São Paulo for Jundiahy and the interior and vice versa.

The most progressive railway in the most progressive State in the largest Republic in South America.

TRAFFIC 1927-1932.

YEAR	PASSENGERS	COFFEE	GOODS—Grand Total
	Number	Sacks 60 k.	Tons
1927	9,386,691	11,439,966	4,632,373
1928	10,773,017	9,636,100	4,842,904
1929	11,726,088	11,852,116	5,068,476
1930	10,767,653	12,145,650	3,724,296
1931	9,658,597	14,551,217	3,820,256
1932	9,036,367	110,01,700	3,290,086

THE SAN PAULO (Brazilian) RAILWAY CO., Ltd.
111 Gresham House, Old Broad Street, E C.2

State of Bahia South Western Railway Company, Ltd.

8 Arthur Street, King William Street, London, E.C.4.

Mileage : 85 kilometres in traffic—45 kilometres under construction. Gauge, metre.

Area : The cocoa-producing area between the port of Ilheos and Itabuna and the Almada and Mucambo valleys. The extension will serve the cocoa-producing area in the valley of the Rio de Contas. (*British*)

The Paulista Railway.

Km. : 1,466. Gauges 1·60 ; 1 ; 0·60 metres. Interior of São Paulo State. (*British*)

San Paulo (Brazilian) Railway Company, Ltd.

111 Gresham House, Old Broad Street, London, E.C.2.

Mileage : Main Line, 86½ ; gauge, 5 ft. 3 in Bragantina section, 67 ; gauge, 3 ft. 3 in.

Area : Santos, via São Paulo, to Jundiahy and the towns of Bragança, Atibaia and Piracaça, including the most important coffee-producing districts. [*See p.* 604.] (*British*)

Rêde Southern San Paulo Railway.

Km. : 161. Gauge, metre.

Area : Santos and the coastal area to Juquiá, connecting at that point with river steamers to Xiririca Iguapé and Cananea. (*British*)

Rêde Brazil Great Southern Railway.

Km. : 299. Gauge, metre.

Area : Quarahim (connecting with the North Western of Uruguay Railway) to Itaqui, with extension to São Borja through the western districts of Rio Grande do Sul ; a connection at Uruguayana with the State Railway of Rio Grande do Sul. (*British*)

Rêde Sul-Mineira.

Km. : 1,324. Area : Southern Minas Geraes. (*State Governed—Not Federal*)

E.F. São Paulo and Rio Grande.

Km. : 2,017. Gauge, metre. Itarare to border R. G. do Sul. (*State Governed—Not Federal*)

E.F. Noroeste do Brasil.

Km. : 1,334. Baurú (Sorocabana Railway) to Porto Esperança (Paraguay River). 790 miles. Metre-Gauge. Reported leased to the Sorocabana and Paulista Railways jointly. (*Federal*)

E.F. Oeste de Minas.

Km. : 2,245. Serves the Western part of Minas Geraes ; Sitio to Paraopeba (connects with Central of Brazil). (*State Governed—Not Federal*)

E.F. Sorocabana.

Km. : 2,066. Owned by State of San Paulo. Gauge, metre. Main line : San Paulo-Baurú (439 kilos) with six branches. Supplementary trucking service between São Paulo and Sorocabana. (*State Governed—Not Federal*)

Viacão Cearense.

Sobral Railway : Camocim–Poty Ibiapaba, 373 kilos.

Baturité Railway : Ceará (or Fortaleza)–Cedro–Inganzeiras, 538 kilos. (*Ceará State Governed—Not Federal*)

Viacão do Rio Grande do Sul.

Km. : 2,709. Serves Rio Grande do Sul, Porto Alegre to Itarare for São Paulo and Rio de Janeiro. (*State Governed—Not Federal*)

E.F. Victoria—Minas.

Km. : 546. From Victoria (Espirito Santo) to Itabira.

Rêde Este Brasileiro.

Km. : 2,316. Central Bahia from São Felix.

THE ANTOFAGASTA (CHILI) & BOLIVIA RAILWAY COMPANY, LTD.

Operates more than 1,800 miles of line in NORTHERN CHILI and BOLIVIA. The system links the Chilian ports of ANTOFAGASTA, and MEJILLONES, with the Chilian State Railways (thus giving access by rail to VALPARAISO and SANTIAGO); with the ARGENTINE via UYUNI and VILLAZON, and with Peru via VIACHA and LAKE TITICACA. The main line from ANTOFAGASTA to LA PAZ, via UYUNI and ORURO, is 729 miles in length, and there are branches to the Bolivian towns of COCHABAMBA and POTOSI. Excellent accommodation is provided by the international trains which are equipped with sleeping and dining cars. For further information see illustrated booklet containing map of the system and timetable, which can be obtained on application to :—

W. A. PICKWOAD, General Manager, LA PAZ, BOLIVIA.
A. E. HESKETT, General Manager, ANTOFAGASTA, CHILI.

Or the London Offices of the Company at
1 BROAD STREET PLACE, FINSBURY CIRCUS, E.C.2.

The Great Western of Brazil Railway Company Limited.

PRINCIPAL TERMINI :—

State of PERNAMBUCO - RECIFE
,, PARAHYBA - - CABEDELLO
,, RIO GRANDE DO NORTE - NATAL
,, ALAGOAS - - MACEIO

The system consists of 1,073 miles of metre gauge Railway, serving the above four States in Northern Brazil with direct railway communication between Recife and the other State Ports.

For information regarding tariffs and other particulars apply :—

General Manager,
Dr. Arlindo Gomes Ribeiro da Luz,
Rua Barao do Triumpho,
Recife.

Secretary :
A. J. Medlycott,
River Plate House, South Place,
London, E.C.2.

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Royal Mail House, Leadenhall Street, E.C.3.

Minor Railways.

E.F. Braganca. Km.: 291. Para (Belem) to Braganca. (*State and Federal Government*).
E.F. São Luiz–Therezína. Km.: 450. Maranhão to Therezína.
E.F. Petrolina–Therezína. Km.: 164.
E.F. Central do Piauhy. Km.: 152. (*State Government—Not Federal*)
E.F. Central do Rio Grande do Norte. Km.: 191. Natal to Lages.
E.F. Nazaré e ramal de Amargosa. Km.: 286. Eastern Bahia.
E.F. Mariçá. Km.: 130. Rio de Janeiro State. Neves to Iguabá Grande.
E.F. Rio d'Ouro. Km.: 127. Rio de Janeiro to São Pedro. (*Federal*)
E.F. Paracatú. Km.: 209. Minas Geraes State.
E.F. Goyaz. Km.: 384. Araguary (Magyana Ry.) to Tavares. (*British*)
E.F. Dourado. Km.: 273. S. Paulo State, Ribeirão Bonito to Bariry.
E.F. São Paulo–Goyaz. Km.: 147. Western S. Paulo State, Bebedouro to Olimpia.
E.F. São Paulo–Minas. Km.: 180. Bento Quirino to S. Sebastian do Paraiso.
E.F. Norte do São Paulo (Araraquara). Km.: 280. Araraquara to Ribeiro Prato.
E.F.D. Thereza Christina. Km.: 243. Western Matto Grosso State
E.F. Santa Catharina. Km.: 89. Blumenau to Hansa.

BRITISH GUIANA.

Government Railways.

(Operated by the Colonial Transport Department.)
East Coast Line: Georgetown to Rosignol (Berbice River), 60 miles: 4 ft. 8½ in. gauge.
West Coast Line: Vreed-en-Hoop (Demerara River) to Parika (Essequebo River), 18½ miles; 3 ft. 6 in. gauge.

Plantation Railways.

Short lines on Blairmont and Port Mourant Estates.

CHILE.

Antofagasta (Chili) and Bolivia Railway Company, Ltd.

1 Broad Street Place, London, E.C.2.

Mileage (own and leased lines), 1,845. Metre gauge.
Connects the nitrate ports Antofagasta and Mejillones with the principal towns of Bolivia. The Company operates under leases the lines of the Bolivia Railway Co., and Aguas Blancas Railway Co., the latter being of 2 ft. 6 in. gauge. It also works the Chilean Northern Longitudinal Railway. [*See p.* 606.]

Chilean State Railways.

Santiago. Mileage, 3,100. Gauges, metre and 1·676 metre.
1. The Longitudinal line extending north to Iquique, south to Calera; and branches.
2. Central Section: Valparaiso, Santiago and branch lines. Electric Traction.
3. Southern Section: Santiago to Puerto Montt and branch lines.

F.C. Internacional (Arica–La Paz).

Chilian Section: Arica–Jeneral Lagos, 184 klms.
Bolivian Section: Charaña–La Paz, 250 klms.
Jeneral Lagos-Charaña, 24 klms.

Chilean Transandine Railway Company, Ltd.

145 Dashwood House, Old Broad Street, London, E.C.2.

Mileage: 44. Gauge, metre.
From Los Andes (Chile) to the Argentine frontier, connecting with the Argentine Transandine (metre gauge) Railway. Portions of the track are on the "rack" system.

Nitrate Railways Company, Ltd.

110 Cannon Street, London, E.C.4.

Mileage: 411. Gauge, 4 ft. 8½ in.
Area: Tarapacá and the ports of Iquique and Pisagua.

Taltal Railway Company, Ltd.

River Plate House, 10 and 11 Finsbury Circus, E.C.2.

Mileage: 164. Gauge, 3 ft. 6 in.
From the port of Taltal to Aguada de Cachinal and Cachinal de la Sierra.

COLOMBIA.

Antioquia Railway.

Medellin.

From Puerto Berrio to Medellin, 193 kilometres; Medellin to Pte. Jericó, 127 kilometres. Gauge, 3 ft.

The Barranquilla Railway and Pier.

Mileage: 18½. Gauge, 3 ft. 6 in.
Pier at Puerto Colombia, 4,600 ft.
Area: From Puerto Colombia Pier (Savanilla Bay) to Barranquilla.

The Colombia Railways and Navigation Co., Ltd.

Finsbury Court, Finsbury Pavement, London, E.C.2.

Mileage: 65. Gauge, 3 ft.
Cartagena to Calamar on the River Magdalena. The Company owns a fleet of steamers on the River Magdalena.

Caldas Railway.

Gauge: 3 ft. Puerto Caldas Cartágo–Manizales (103 kilos).

Cauca Railway.

Under construction from terminus Amaga Railway to Cauca River.

Central Bolivar Railway.

Under construction on Government account from Cartagena across the Department of Bolivar to the Border of Antioquia; intended to form a section of a western Colombi trunk line Buenaventura-Cartagena.

Cúcuta Railway Company.

Mileage: 76. Metre gauge.
Area: From Cúcuta to Puerto Santander (Venezuelan frontier); from Cúcuta to Tachira State (Venezuelan frontier); from Cúcuta to Diamante Tramway service to Cúcuta town.

Cundinamarca (Sabaña) Railway.

Mileage: 82. Gauge, 3 ft.
Area: From Bogotá to Facatativá, Albán, and Dintel. Connects with the Girardot Railway; Puerto Servano to Utica; Utica to Villeta under construction.

The Dorada Railway Co., Ltd.

Moorgate Hall, London, E.C.2.

Mileage: 70. Gauge, 3 ft.
Area: Connects Ambalema with La Dorada.
A ropeway owned by an associated company crosses the Andes from Mariquita (Dorada Railway) via Cajones and Esperanza stations to Manizales and extends about 44½ miles.

Girardot Railway.

London Agent: A. Lopez, Colombian Consul-General, 7, Sicilian Avenue, Southampton Row, W.C.1.
Mileage: 82. Gauge, 3 ft.
Area: Department of Cundinamarca, from Girardot to Facatativá.

Ibagué–Ambalema Railway.

Gauge, 3 ft Under construction to afford through communication Beltrán-Bogotá.

Nacederos–Armenia Railway.

57 kilos. Under construction to connect the two points named, south-east from Puerto Caldas (Cauca River).

Narino Railway.

Under construction to connect Pacific system at Popayán with the port Tumaco and the frontier town Ipiales.

North Central Railway.

Section 1 : Puerto Wilches to Bucaramanga (56 miles open).
Section 2 : Bogotá to Chinquinquira and Bucaramanga (107 miles open).
Metre gauge.

North-Eastern Railway.

Metre gauge. Under construction Bogotá–Bucaramanga via Tunja (150 kilos).

Pacific Railway (F. C. del Pacifico).

Government owned, and intended, eventually, to give through connections. Buenaventura–Bogotá (480 miles), and with the Antioquian system to form a trunk line from the Atlantic to the Pacific. Gauge, 3 ft.

Line open from Buenaventura to Cali, and north to San Francisco, on the Caldas Railway ; and from Cali south of Popayán. Line Popayán to Pasto under construction.

Ferrocarril Nacional del Magdalena.

(Formerly The Santa Marta Railway Company, Ltd.)

Mileage worked : 130. Gauge, 3 ft. Leased to United Fruit Coy.
Serves the banana-growing districts between Santa Marta and Fundación.

Southern Railway.

Mileage : 22. South-west from Bogotá to Falls of Tequendama. Metre gauge.

Tolima and Huila Caqueta Railway.

Mileage : 40. Flandes (Girardot) to Ibagué ; under construction Espinal–Neiva. Open to Natagaima. Gauge, 3 ft.

ECUADOR.

Ambato–Curaray Railway.

Under construction from Ambato (G. & Q. Railway), 25 kilos to Pelileo open. Gauge, 3 ft. 6 in.

Bahia–Quito Railway.

Gauge, 0·75 metre. Open mileage, 32. Bahia–Calceta.

Central Railway of Ecuador, Ltd.

170–172 Dashwood House, Old Broad Street, London, E.C.2.

Mileage : 60 kilometres.
Area : A narrow-gauge line from the port of Manta to Santa Ana.

El Oro Railway.

Mileage : 50. Gauge, 3 ft. 6 in. Puerto Bolivar to Machala, Pasaje, Guabo.

Guayaquil and Quito Railway Company.

40 Rector Street, New York.

Mileage : 297. Gauge, 3 ft. 6 in.
Area : The towns of Durán, Bucay, Guamote, Luisa, Riobamba, Ambato, and Quito.

Quito–Esmeraldas Railway.

Under construction, 173 kilometres completed.

Salinas Railway.

To connect Guayaquil with Salinas. Total length, 174 kilom. ; constructed, 150 kilom.

THE CENTRAL URUGUAY RAILWAY COMPANY OF MONTEVIDEO, LIMITED,

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Good service of passenger and goods trains.

Express live-stock trains. Excellent passenger service.

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General Manager,
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The *Field* says :—"All the facts have been thoroughly overhauled, and Mr. Brown's publication is a very paragon of guide books."

Sibambe–Cuenca Railway.

Under construction from Sibambe Junction (G. & Q. Railway) to Cuenca; open for traffic to Tipacocha, 70 km.

Transamazonic Railway.

Under construction by the Government from Puerto Bolívar, through Cuenca and Loja, to Zamora in the Oriental Region, 300 kilom.; 75 kilom.

PARAGUAY.

The Paraguay Central Railway Company, Ltd.

River Plate House, 12–13 South Place, London, E.C.2.

Mileage: 274. Gauge, 4 ft. 8½ in.
Area: From Asunción, via Paraguari, Villa Rica, and Pirapó, to Encarnación, where there is a train ferry across the Rio Paraná to Posadas (Argentina), whence there is direct communication with Buenos Aires (966 miles) via the Paraná ferry at Zárate.

PERU.

Peruvian Corporation, Ltd.

43–46 Threadneedle Street, London, E.C.

Operating the Central Railway of Peru (including Morococha Branch and Oroya-Huancayo Extension), Chimbote Railway; Guaqui-La Paz Railway; Pacasmayo and Guadalupe Railway (with Chilete Extension); Paita–Piura Railway; Pisco–Ica Railway; Southern Railway of Peru (with Cuzco Extension); and Trujillo Railway.

Arica and Tacna Railway Company.

(Incorporated in Peru with Limited Liability).

London Office: 121 Dashwood House, 69 Old Broad Street, E.C.2.

Mileage: 40. Gauge, 4 ft. 8½ in.
From the port of Arica to Tacna.
Also see Peruvian rail routes, page 424.

State Railways.

[*See p.* 445.]

URUGUAY.

Central Uruguay Railway Company of Monte Video, Ltd.

River Plate House, Finsbury Circus, E.C.2.

The lines worked by this Company are (1) The Central Uruguay Eastern Extension Railway, Ltd.; (2) The Central Uruguay Northern Extension Railway Company, Ltd.; (3) The Central Uruguay Western Extension Railway, Ltd.; (4) The North Eastern of Uruguay Railway Company, Ltd.
Mileage: including extensions, 980. Gauge, 4 ft. 8½ in.
N.B. The three remaining companies (N.W. of Uruguay; Midland Uruguay; and Uruguay Northern) work in association with the above, and under a single control.
[*See p.* 610.]

North-Western of Uruguay Railway Company, Ltd.

River Plate House, Finsbury Circus, London, E.C.2.

Mileage: 113. Gauge, 4 ft. 8½ in.
Area: Runs north from the Midland Uruguay Railway at Salto to Quarahim to connect with the Brazil Great Southern Railway.

Midland Uruguay Railway Company, Ltd.

River Plate House, Finsbury Circus, London, E.C.2.

Works also the Midland Uruguay Extension Company.
Mileage: including Extension Co., 320. Gauge, 4 ft. 8½ in.
Area: The provinces of Rio Negro, Paysandu, and Salto, with branches to Fray Bentos and Piedra Sola.

Uruguay Northern Railway Co., Ltd.

River Plate House, Finsbury Circus, London, E.C.2.

Mileage: 73. Gauge, 4ft. 8½ in.
Area: Province of Artigas (Isla Cabellos to Artigas).

State Railways.

Gauge, 4 ft. 8½ in. Montevideo to Maldonado (114 kilos); Trinidad to Durazno (47 kilos); Rocha to Paloma (30 kilos); San Carlos Rocha (75 kilos); Montevideo to Santiago Vazquez (19 kilos); Florida to Sarandi del Yi, in construction, 89 km. completed.

VENEZUELA.

Bolivar Railway Company, Ltd.

Dashwood House, 69 Old Broad Street, London, E.C.2.

Mileage: 174. Gauge, 2 ft.
Area: Tucacas, on the coast, to Barquisimeto, with branches to Aroa and San Felipe.

Gran F. C. de Venezuela.

Mileage: 114. Caracas–Valencia; and short branch to Güigüe.

Puerto Cabello and Valencia Railway Company, Ltd.

Moorgate Hall, London, E.C.2.

Mileage: 34. Gauge, 3 ft. 6 in. Operated by the Bolívar Railway Co.

La Guaira and Caracas Railway Company, Ltd.

Moorgate Hall, Moorgate, London, E.C.2.

Mileage: 23. Gauge, 3 ft.

Venezuela Central Railway Company, Ltd.

170/172 Dashwood House, London, E.C.2.

Mileage, 47. Gauge, 3 ft. 6 in.
Area: The Caracas and Tuy River valleys.
Passenger traffic reported suspended.

Other Railways include:— Line.	Gauge. Ft.	in.	Length. (Kilometres.)
Encontrados to Táchira (Gran Ferrocarril del Táchira)	3	6	131·00
La Ceiba to Motatán (Ferrocarril de la Ceiba)	3	0	85.03
Carenero to La Española del Guapo (Venezuela) ..	3	0	54·10
Guanta to Barcelona and the Naricual coal mines ..	3	6	36·41
Santa Bárbara to El Vigia	1 metre		60·00
La Vela to Coro	3ft.		13·37

Various private lines are worked by oil and sugar companies.

(2) MEXICAN RAILWAYS.

National Railways of Mexico.

(Ferrocarriles Nacionales de Mexico.)

Mexico City: 2A Calle de Bolivar 19, New York: 25 Broad Street.

General European Agents: E. H. Mundy & Co., Ltd., Walsingham House, Seething Lane, London, E.C.3.

Operates 8,317 miles of rail: embracing the National Railroad, Central Railway, International Railroad, Interoceanic Railway, Hidalgo Railroad, Mexican Southern Railway, Vera Cruz and Isthmus Railway, Tehuantepec National Railway, Pan-American Railroad, Mexican Union Railway, Mexican Eastern Railway, Calaverita Railway, Oaxaca Urban Tramways, Mexican National Construction Co., Cienaga de los Caballos Railway. Alvarado Railway, Coahuila Coal Railway, Oaxaca to Ejutla Railway, Michoacan and Pacific Railway, Saltillo and Orient Railway. All the important cities are connected by these railways, which serve over 75 per cent. of the Republic.

Standard Pullman services are maintained upon the principal lines. Through Pullman cars are operated between Mexico City and St. Louis, and also between Mexico City and Los Angeles. Through tickets are issued from all points in the United States and Canada.

[*See page facing* 352.]

El Oro Mining and Railway Company, Ltd.

24 Lombard Street, London, E.C.3.

Mileage: 48. Gauge, 3 ft.
Tultenango–El Oro–Salitre, connecting with National Railways.

Kansas City, Mexico and Orient Railway Company.

Mileage : 305.
Area : Rio Grande River to Chihuahua ; Minaca to Sanchez ; El Fuerte to Topolobampo ; Mochis to Mochis Junction.

Mexican Northern Railway Company.

82 Beaver Street, New York.

Mileage : 89. Gauge, 4 ft. 8½ in.
Area : Escalon to Carrillo and Sierra Mojada.

Mexico North-Western Railway Company.

(Inc. 1909 under the Laws of Canada.)

Head Office : Toronto.
Mileage : 495. Gauge, 4 ft. 8½ in.
Area : Ciudad Juaréz to La Junta, thence to Chihuahua, from where a branch runs to Santa Eulalia, the largest silver-lead mines in Mexico.

Mexican Railway Company, Ltd.

1 Broad Street Place, London, E.C.2. Buena Vista Station, Mexico City.
Mileage : 601 kilometres. Standard gauge, 4 ft. 8½ in. 176 kilometres, narrow gauge.
Area : Mexico City to Vera Cruz, through the provinces of Vera Cruz, Puebla Tlaxcala and Mexico. Branches to Huatusco, Puebla, Pachuca, Zacatlan, Huajuapam and Ixmiquilpan.

Southern Pacific Railroad Company of Mexico.

London : 49 Leadenhall Street, E.C.3 ; Liverpool : 21 Water Street.

Controls 1,348 miles of track. Runs from Nogales via Hermosillo, Guaymas, Navajoa, Mazatlan and Tepic to Guadalajara. Connects at Guadalajara with the National Railways to Mexico City. Gives through rail communication from California to La Union (El Salvador). Through sleeping cars between Los Angeles and Guadalajara.
The company leased the Sanora Railway in 1898. Control of the Nacozari Railroad (75 miles Agua Prieta to Nacozari) was acquired in 1924.
Connection is made via Nogales and Tucson with the Southern Pacific Lines "Sunset Route" between New York and California via New Orleans, El Paso and Los Angeles, and with the "Golden State Route" via Chicago, El Paso and Los Angeles.
Mileage (Nogales to Guadalajara) : 1,095. Gauge, 4 ft. 8½ in.

United Railways of Yucatan.

Merida, Yucatan.

Total mileage : 532. Northern division : Merida to Progreso and Izamal ; Southern division : Merida to Peto, Acanceh to Sotuta ; Eastern division : Merida to Valladolid, Conkal to Progreso, Dizitas to Tizimin ; Western division : Merida to Campeche and Ticul, Uman to Hunucma.

Vera Cruz Terminal Company, Ltd.

1 Broad Street Place, London, E.C.2.

Handles import and export traffic of the port of Vera Cruz and also that of the Mexican Railway Co., Ltd., the Interoceanic Railway of Mexico (Acapulco to Vera Cruz), Ltd., the Vera Cruz (Mexico) Railways, Ltd., and the Vera Cruz and Isthmus Railway.
Area : The port of Vera Cruz.
Mileage : 10 Gauge, 4 ft. 8½ in. and 3 ft.

(3) RAILWAYS OF CENTRAL AMERICA.

BRITISH HONDURAS.

Stann Creek Railway.

Inland from Commerce Bight, Stann Creek, for 25 miles ; 3 ft. gauge.

COSTA RICA.

Costa Rica Railway Company, Ltd.

Dashwood House, 69 Old Broad Street, London, E.C.2.

Leased to the Northern Railway Company of Costa Rica.
Mileage: 188. Gauge, 3 ft. 6 in.

Northern Railway Company of Costa Rica.

Mileage: with operated lines, 327. Gauge, 3 ft. 6 in.
Main line: Port Limón to San José and Alajuela. Branches: La Junta-Toro Amarillo; Limón – Ley River; Limón – Estrada; La Junta – Cairo; Siquirres–Indiana; Turrialba – Pejivalle; Monte Verde La Perla. Worked in conjunction with the Costa Rica Railway.

Ferrocarril al Pacifico.

Mileage: 79. Main line–San José to Puntarenas (Gulf of Nicoya).

United Fruit Co.

Mileage (Costa Rican Section): 590. Railways and tramways, banana and cacao estates.

CUBA.

Consolidated Railroads of Cuba.

Grand Central Terminal Buildings, New York.

Comprising the Cuba Railroad Co. (mileage, 794. Main line: Santa Clara–Santiago); the Cuba Northern Railways (mileage, 289. Main line: Santa Clara Puerto Tarafa).

Guantanamo Railroad.

Guantanamo.

Mileage: 58. Guantanamo Caimanera: Guantanamo Jamaica and Isabel; five branches. Connecting with Guantanamo and Western R.R.

Guantanamo and Western Railroad.

Guantanamo.

Mileage: 91. Guantanamo Boqueron (Naval Station) (18 miles); Guantanamo San Luis (Cuba R.R.) (54 miles). Branches, 19 miles.

Hershey Cuban Railway Company.

Manzana de Gomez 543, Havana.

Mileage: 85. Havana-Matanzas (56 miles) and branches.

United Fruit Co.

Mileage (Cuban Section): 341. Sugar plantations.

United Railways of the Havana and Regla Warehouses, Ltd.

270 Dashwood House, London, E.C.2.

Mileage: 1,369.
Main divison: Havana-Santa Clara; Western Division; Havana Guane; Cuban Central division; Sagua–Cienfuegos.

GUATEMALA.

Ferrocarril de los Altos.

Electric, mountain railway, under construction, San Felipe Quezaltenango, 30 miles.

International Railways of Central America.

17 Battery Place, New York City, U.S.A.

London Agents: J. Henry Schröder & Co., 145 Leadenhall Street, London, E.C.3.
Area: Main line from Puerto Barrios, via Guatemala City, to San José and Champerico on the Pacific (Guatemala) coast, and to Ayutla (Mexican frontier); from La Union to San Salvador and Zacapa; Santa Ana and Ahuachapan. Gauge, 3ft.

United Fruit Co.

Mileage (Guatemala Section) : 278. Plantation railways and tramways serving banana district.

Verapaz Railway.

Livingston, Guatemala.

Mileage : 28. Gauge, 3 ft. Panzos to Pancajche.
River navigation from Livingston to Panzos. (110 miles.)

HONDURAS.

Cuyamel Fruit Co.

Mileage 59. Puerto Cortés to Potrerillos ; extension planned to Lake Yojoa. Mata de Guineo branch (44 km.) under construction.
50 miles of plantation railways.

Standard Fruit and Steamship Co. (Vaccaro Line)

Head Office : New Orleans, U.S.A.

Mileage : 249. East and West from La Ceiba.

Truxillo Railroad Co.

Puerto Castilla.

Puerto Castilla towards Juticalpa. 222 miles. Gauge, 42 in. 130 miles additional under construction.

Tela Railroad Co.

Km. 368. Plantation railways from Tela.

NICARAGUA.

Ferrocarril del Pacifico de Nicaragua.

40 Wall Street, New York.

Mileage : 162. Gauge, 3ft. 6 in.
Area : Corinto on Pacific Coast to Granada on Lake Nicaragua, touching Chinandega, León, Managua and Masaya. Branch, 27 miles, Masaya to Diriamba.
San Juan del Sur to San Jorge Railway (open to Rivas), and León to Sauce Railway under construction.

PANAMÁ.

Bocas del Toro Railway.

Belonging to the United Fruit Company. Mileage : 154 ; carries fruit and passengers to Almirante.

United Fruit Co.

Mileage (Panamá Section) : 195. Railway and tramway, banana and cacao estates.

Chiriqui Railroad.

Narrow gauge. Pedregal to Boquete via David (km. 33 ; David to La Concepción (km. 27) ; Dolega to Potrerillos (km. 13).

Panamá Railroad.

Operated by the Panamá Railroad Co. in conjunction with the Panamá Canal. Colón to Panamá, via Balboa, 48 miles ; and Colón to Fort Randolph, 5 miles.

EL SALVADOR.

International Railways of Central America.

See Guatemala.

The Salvador Railway Company, Limited.

135 Dashwood House, 69 Old Broad Street, London, E.C.2.

Mileage : 100. Gauge, 3 ft.
Acajutla through Sonsonate to San Salvador and Santa Ana.

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It is hoped that the following advertisement pages will prove of interest to all users of the "Handbook."

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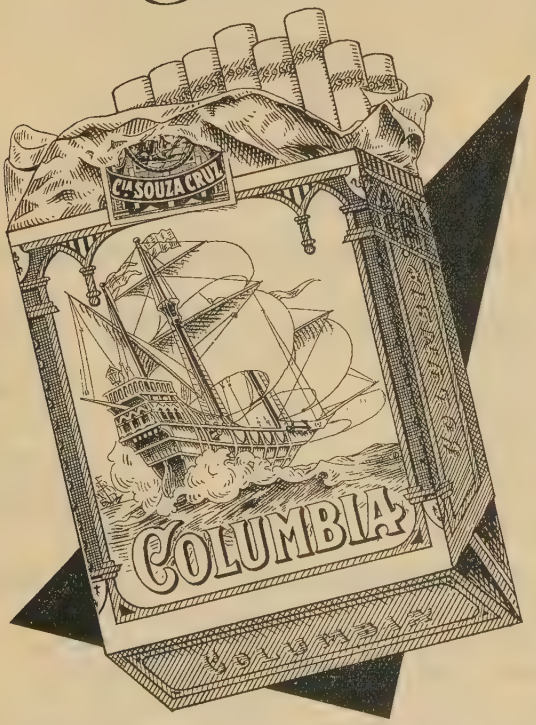

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